

ALL HANDS

JULY 1980

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Interview With the CNO



ALL HANDS

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Front: Chief of Naval Operations Admiral Thomas B. Hayward. See page 20 for an interview with the CNO. Photo by PH1 Jim Preston.

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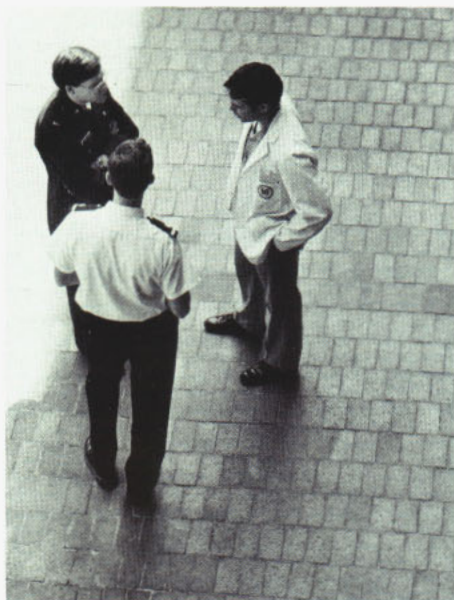
Inside front: The end of four long years and the beginning of active duty as ensigns for the Academy Class of 1980. Photo by PH1 Jim Preston.

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Currents

Retired Info Number Established by Finance Center

The Navy Finance Center in Cleveland, Ohio, has established toll-free customer service phone lines to serve the retired Navy community. The toll-free number for CONUS (except Ohio) is 1-800-321-1080. The number for Ohio and outside CONUS—216-522-5955—is a toll number. This service is for use of retired personnel only. Active duty people with questions about prospective retirement entitlements or other matters may use AUTOVON lines to secure such information. The lines will be staffed from 8 a.m. to 4 p.m. Eastern time, Monday through Friday. Peak call periods are the first 10 days of each month and most afternoons. To avoid waiting, callers should try to call at other than those times. The above numbers can be used to get answers to questions about a retired person's account and for notifications of address changes, of death, dual compensation, requests for changes in repayment schedules and other similar matters. Requests involving monetary changes must be accompanied by signatures and cannot be processed by phone. However, if the requested change will prevent overpayment to the retiree, exceptions can be made to this general rule.

Refugee Assistance Operations

USS *Ponce* (LPD 15) and USS *Saginaw* (LST 1188) sailed from their Norfolk, Va., home port on May 19 to relieve USS *Saipan* (LHA 2) and USS *Boulder* (LST 1190) from refugee assist force duties off Florida's South Coast. The latter two ships have been augmenting U.S. Coast Guard forces assisting Cuban refugees. Three ocean mine-sweepers are also being ordered into the area to render assistance as necessary. They are the Charleston, S.C.-based USS *Illusive* (MSO 448) and USS *Leader* (MSO 490), and USS *Fidelity* (MSO 443) from Panama City, Fla. Marine Corps elements which deployed aboard *Saipan* and *Boulder* shifted to *Ponce* and *Saginaw* to provide adequate force levels to assist in rescue operations, to screen refugees, and to provide shipboard security. In addition to ship's company personnel, COMPHIBGRU Two, TACRON 21, Navy Beach Group Two (Det Two), Assault Boat Units, Swimmers from UDT Det Two, and a detachment of Composite Helicopter Squadron 16 were aboard the ships. Cuban refugees arriving in Key West, Fla., were initially being processed at the Trumbo Point Annex of NAS Key West. Security and medical screening is taking place in a former seaplane hangar there. About 70,000 refugees have already arrived in Florida and hundreds of boats are reportedly in the Mariel Bay, Cuba, departure area. More than 40 Navy medical personnel are on the scene. The doctors, nurses, medical service corps officers and corpsmen were assembled in only 48 hours from Navy medical centers nationwide. Most are bilingual and many are specialists with skills appropriate for processing large numbers of refugees. One of the most important tasks facing the medical personnel is identifying medical problems for treatment at future relocation centers. The Navy medical people are also treating any immediate medical problems.

Navy Exchange Makes Money for Rec Fund

Totals are in for sales by the worldwide Navy Exchange System for its fiscal year 1979 which ended on Jan. 20, 1980. A portion of the revenues each year is turned over to Navy recreation funds, and this year's share is \$37.1 million. The rec funds derived these funds based on exchange system sales of some \$1.2 billion. The Navy Exchange System operates within CONUS and overseas, providing authorized customers with a diversity of goods and services. The system extends from 30 hot dog carts through a series of large department store-type operations to more than 21,000 vending machines. In addition to generating rec fund money, exchange shoppers regularly save 30 percent in comparison to buying at commercial outlets. Navy Exchange service stations/auto repair facilities provided the largest single category of income for the system, taking in almost \$163 million worldwide. Tobacco and smoking accessories (\$91.1 million) and food service (\$84.1 million) followed as top revenue producers.

Cycle 85 E-8/E-9 Advancement Authorizations

More than 2,000 Navy chief petty officers and senior chief petty officers will add stars as they are promoted to paygrades E-8 and E-9 during the upcoming cycle 85 advancement authorization cycle during June through December 1980. The advancements will be fairshared among all ratings and will be effective on the 16th of the month indicated:

	USN/R	TAR	Canvasser/ Recruiter	TEMAC	Diver	Total
July 1980						
E-8	643	18	2	2	2	667
E-9	187	7	2	1	2	199
August 1980						
E-8	129	10	1	1	1	142
E-9	66	3	1	-	1	71
September 1980						
E-8	93	3	1	1	1	99
E-9	58	2	1	-	1	62
October 1980						
E-8	241	10	1	-	1	253
E-9	82	5	-	-	2	89
November 1980						
E-8	237	10	-	-	-	247
E-9	82	4	-	-	1	87
December 1980						
E-8	221	6	-	-	-	227
E-9	78	1	-	-	1	80

Coming next month—

Navy Rights & Benefits

A special double issue

Navy Isn't Waiting

Many pieces of legislation of keen interest to Navy members are pending in Congress currently, but Master Chief Petty Officer Robert W. "Bob" White Jr. told listeners at a Secretary of the Navy briefing for the Navy/Marine Corps Council that while it's waiting on these items, the Navy isn't standing still in the areas in which it can move forward without congressional assistance. Master Chief White, the first Fleet Master Chief of Naval Shore Activities, told the meeting, "Some things are being done to improve retention that don't require congressional approval." He gave thumbnail sketches of several Navy initiatives to improve service life. "The most popular is the Guaranteed Assignment Retention Detailing Program—Guard III," he said. Under Guard III, a potential reenlistee, working through a career counselor, can discuss specific duty choices with detailers. The detailer may offer what the person is interested in or may propose other inviting alternatives. A deal can be made over the phone which then must be backed up by a command message. The master chief noted that while this type of program has been open to first-term reenlistees in the past, it is now available to persons with as many as 25 years in the Navy. He next discussed frocking—the practice enabling persons selected for advancement to wear the uniform and hold the position of the grade for which they have been selected without awaiting a final promotion date—noting the Navy is the only service with such a program. Master Chief White also discussed a program to recognize top performers, under which commanding officers may award Navy Achievement Medals to members of their commands. Other Navy programs help people with their educations, with one helping persons get the necessary college degree and then enter a path to a commission. The master chief noted that while some Navy ratings are seriously short of personnel, the "SCORE" program is designed to enable people to switch into these critical ratings, getting new jobs and the schooling that goes with them. Master Chief White re-emphasized that while pay and compensation are primary problems affecting retention, the Navy isn't sitting idly by waiting for outside help. He added that it is our duty to encourage members of the Navy to take part in voting for their elected representatives and to write to them, telling them how they wish to be represented. "The Navy today is more personnel oriented than at any time in history," Master Chief White concluded, "and it is getting better all the time."

Naval Reserve Drill and ACDUTRA Changes

The Naval Reserve has announced a reprogramming of funds to enable best utilization of available money and to absorb a projected shortfall during the remainder of fiscal year 1980. The moves couple a termination of category "D" ACDUTRA travel for the rest of FY 1980 with a cap on paid drills for both category "A" and "B" drilling naval reservists. To maintain the highest degree of readiness possible, ACDUTRA funded with travel/per diem must receive first priority in balancing the available funds. Accordingly, the following has been directed:

A. All unissued category "D" ACDUTRA quotas for FY 80 are cancelled. Category "D" orders may be executed on a permissive basis only.

B. The maximum number of annual regular drills authorized for all reserve personnel (no exceptions) attached to or gained to a selective unit in June are reduced and capped at 44 for category "A" and 22 for category "B" respectively. Functionally, this action will be accomplished during the June 1-July 31 time frame. Optional non-pay drill may be scheduled to enable members to earn points toward satisfactory drill participation. Therefore, 6/3 (CAT "A/B") unsat drills remain the criteria for determining unsat drill performance.

C. Personnel affiliated after June 30 or detached before June 1 will have no reduction in the number of authorized drills.

D. Personnel affiliated after June 30 will not be scheduled for ACDUTRA during the remainder of FY 80.

It has also been determined that people who executed permissive travel orders prior to May 10, 1980, may not be authorized reimbursement of travel and/or per diem expenses. Other measures may affect individual members and are detailed in ALNAVRES 21/80. Unit COs and admin officers are strongly urged to familiarize themselves with that directive.

In Brief . . .

Belknap Ready to Return . . . The guided missile cruiser USS *Belknap* (CG 26) has been accepted for return to active service after an extensive repair and overhaul. The 547-foot, 8,500-ton ship was re-commissioned in Philadelphia, Pa., on May 10.

Blue Diamonds Shine . . . The "Blue Diamonds" of VA-146 have surpassed another record for A-7 Corsair II operations by flying for 7 years, 5 months, and 20 days without an accident. This tops a previous Air Force record. In April, the "Blue Diamonds" soared past the accident-free flight time record of 36,175 hours.

Peleliu Commissioned . . . The fifth LHA—amphibious assault ship, USS *Peleliu* (LHA 5) was commissioned in ceremonies in Pascagoula, Miss. on May 3. *Peleliu* commemorates the October 1944 battle in which an island of that name was wrested from Japanese defenders in a hard-fought battle remembered for its tough, protracted, hand-to-hand combat. CNO Admiral Thomas B. Hayward was the principal speaker at the ceremony while Mrs. Hayward sponsored the new ship.

USUHS

Making a Commitment to Navy Medicine



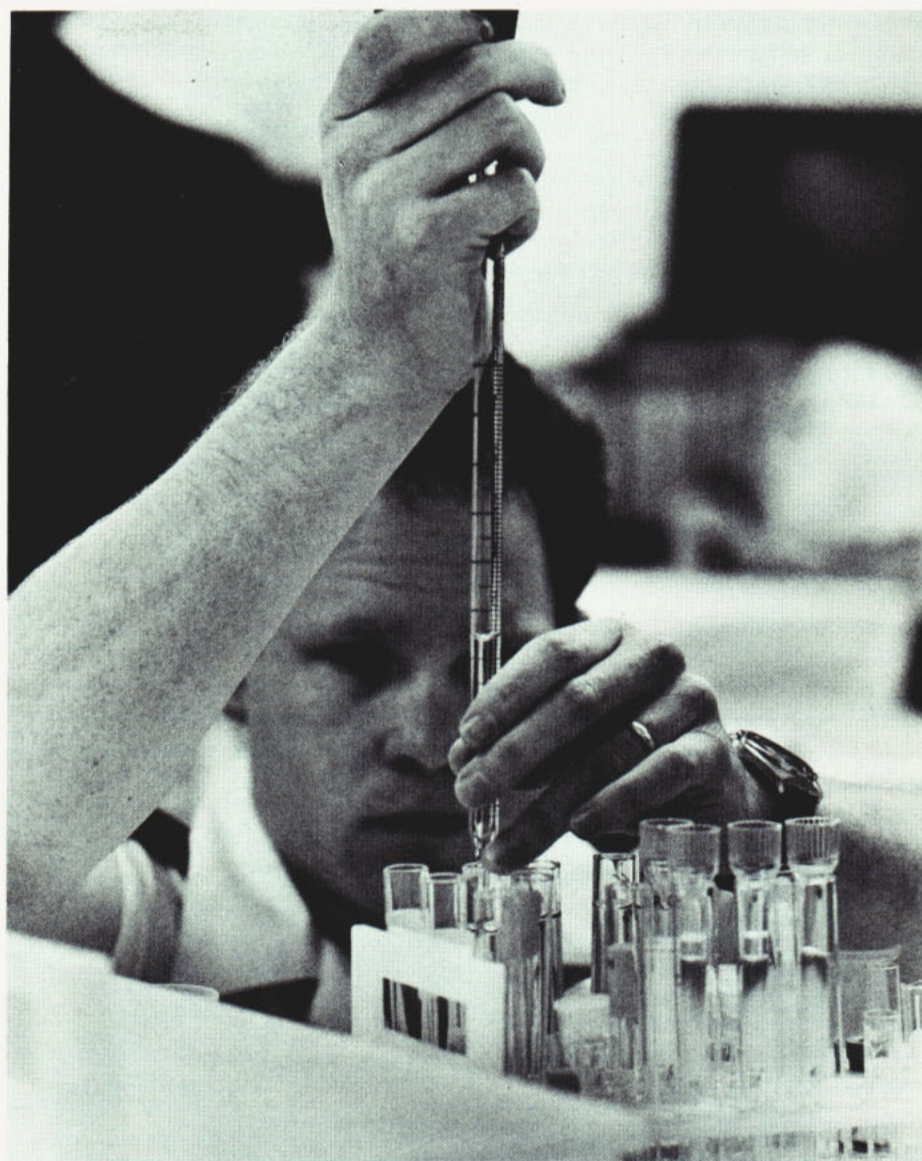
Behind the National Naval Medical Center in Bethesda, Md., sits a complex of buildings in the final stages of construction and occupancy. The scent of new carpeting lingers. Is this just another business establishment moving out into suburbia? Hardly. This is the Uniformed Services University of the Health Sciences (USUHS)—the military's answer, at least in part, to the doctor shortage.

USUHS was built to provide medical officers for the Army, Navy, Air Force and Public Health Service. Although the idea of a military medical school isn't new, the buildings are. According to Doctor Jay Sanford, Dean of the School of Medicine, "The idea for the school started in 1948 but legislation wasn't passed until 1972 when it became apparent that the doctor draft would no longer be available to the services."

Washington, D.C., is the logical location for such a university for two reasons. "No civilian school could handle a sudden influx of 150 to 175 more students without constructing a larger or additional facility," said Sanford. "And, in this particular area, efforts could be combined with existing area military medical facilities—Walter Reed (Army), Malcolm Grow (Air Force), the National Naval Medical Center at Bethesda (Navy), and the National Institutes of Health (Public Health). These facilities provide clinical care since the university itself has no patient care, but is the basic science campus."

Because the university is a joint service school, not all admitted as students will become Navy physicians four years later. "The Assistant Secretary for Health Affairs provides the numbers needed by the services with five percent going to Public Health. Of the remaining, 37 percent are Army, 29 percent Navy and 29 percent Air Force," said Sanford.

Competition for admission to any



medical school is fierce. Even though the Uniformed Services University of the Health Sciences is so new that its first class of 29 didn't graduate until this past May, the university is already recognized nationwide.

"Of the 45,000 applications submitted to medical schools throughout the country last year, USUHS received almost 10 percent of the total. That equals 3,737 applicants, nationwide, for only 124 possible openings," said Sanford.

Translating percentages into people, Ensigns Kathryn L. Hall and Jonathan P. Cutting are two members of the class of 1983.

Ensign Hall, from Palo Alto, Calif., heard about the university—then still an architect's dream—while in high

school. After graduating from the University of California at Davis, she applied to seven different medical schools before being accepted at the Uniformed Services University—that on her third try. "I had always been interested in the Navy so when I heard about this university, I decided to apply. I feel very fortunate to be accepted. As a new school with a new beginning, we have better facilities. The atmosphere is much different—people are more friendly and the faculty really cares about learning," said Hall.

Even though ENS Cutting's home is nearby in Alexandria, Va., he's no stranger to either travel or the military. "My father is an Army doctor," he said. "I wanted to attend college in

The only military medical school in existence is located in suburban Bethesda, Md., just outside Washington, D.C., (left). Exactness, is a necessary part of any experiment (right).

Worcester at Holy Cross; I had a four-year scholarship. But the school didn't offer an Army Reserve Officer Training Corps (ROTC) program; instead, it had a Naval ROTC."

Cutting later read about the military medical school, applied, and was accepted. From his family background, becoming a doctor was almost natural; joining the Navy was an added benefit. "I've always been fascinated by ships and I love the sea."

As first-year students, Hall and Cutting spent most of their time in classrooms and laboratories, studying general and microscopic anatomy, neurology, physiology, medical psychology and behavioral science. During their first year, they were introduced to clinical medicine and the organization of the Navy Medical Department and how it works.

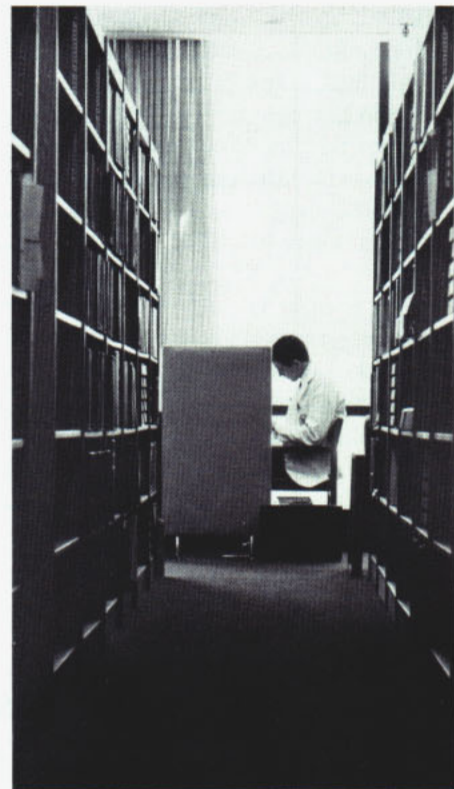
But they started becoming officers even before coming to Bethesda. For six weeks, each Navy student attends

Officer Indoctrination School at Newport, R.I. "We were fitted for uniforms, learned to salute properly, and took care of a lot of paperwork," said Cutting.

"This university is dedicated to teaching people what they need to know to function as top-quality medical officers. We teach 30 percent more hours than civilian medical schools teach in the first two years—teaching that relates to military subjects. We teach preventive medicine, tropical, chemical, and nuclear medicine," said Sanford.

Between the first and second years, Navy students get an opportunity to practice what they've learned about the Navy. They spend six weeks at sea with Atlantic or Pacific fleet units or they work with Marines at Camp Pendleton, Calif., or Camp Lejeune, N.C.

When students return for their second year, they study microbiology (bacteria and infections), pharmacology, pathology, preventive and military medicine.



Although much of the learning stems from classroom work during the first year, students gain clinical experience by working with patients in this second year. From taking patients' medical histories to learning how to don surgical gloves properly, every day brings new learning experiences. For Hall, the best part of this aspect of the training is getting into a (military) hospital—something she says “most people never do until their third year as a student.”

That introduction to a hospital setting prepares students for their third year when they work and study in a military hospital full time. From San Diego, Calif., to Jacksonville, Fla., the location can vary as much as the assignment—medicine and surgery, family practice, gynecology and obstetrics, psychiatry or pediatrics.

The first 12 weeks of the final year is spent in operational and emergency medicine. Since practical experience is much of the training, students in their

final phase of formal studies work in a hospital, organizing and running military sick call while working with medical corpsmen. In addition to instructing and training corpsmen, the aspiring doctors actually—as the opportunity arises—rescue and treat injured patients at the scene of real accidents—but under supervision. As a final test of their abilities, student doctors set up and run a field hospital.

In the final six months before graduation, seniors spend that time in more specialized training such as X-ray interpretation and working in now-familiar hospital settings.

Although graduates of USUHS have medical doctor degrees, an additional year is required for them to intern. While in Graduate Medical Education Year-1 (GME-1), interns always practice medicine under supervision.

Unless further training is required for residency programs, graduates start their active duty careers as general medi-

cal officers. Four years of medical school and the following year of GME-1 count toward pay increases but the seven-year active duty obligation doesn't begin until the completion of GME-1.

After graduation, medical interests split into two main areas: surgery and its specialties, such as anesthesia or medicine, or, family practice and pediatrics. But for those qualified and who so choose, they may specialize in any area in which the needs of the Navy prevail.

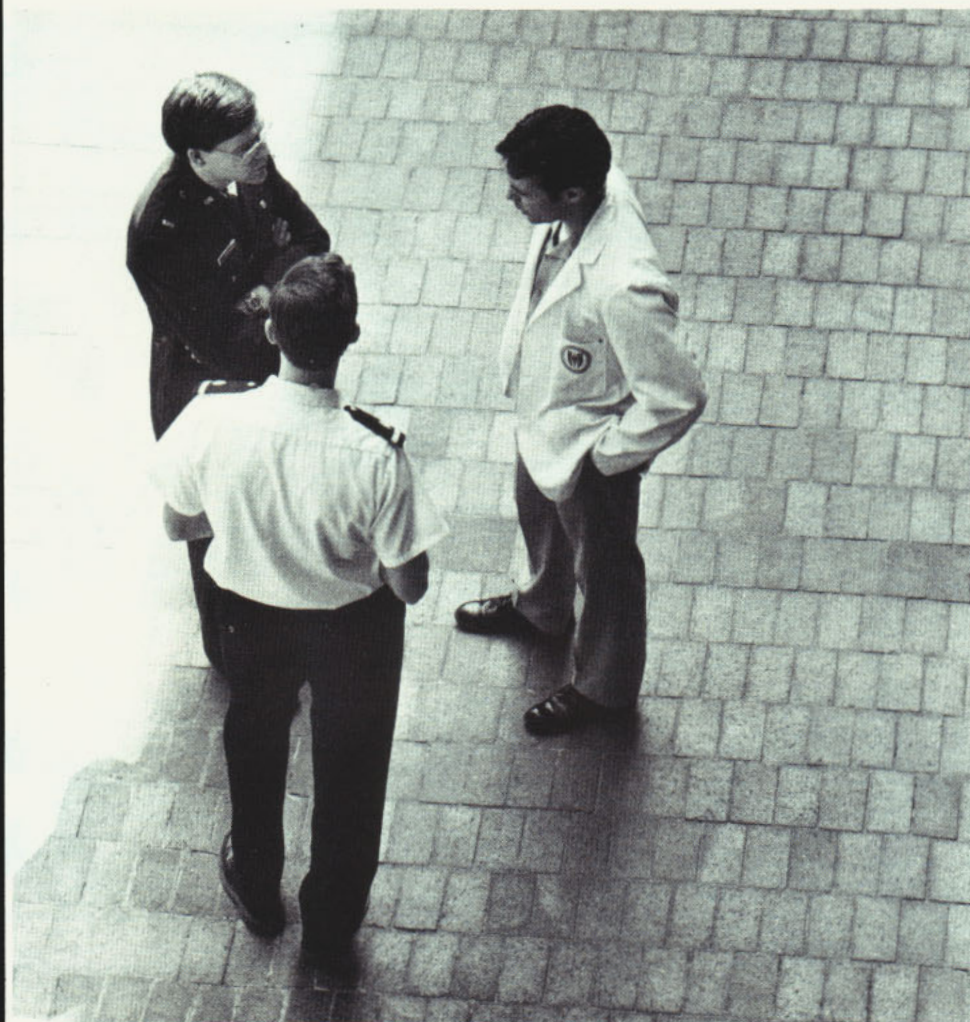
“The needs of the services are sufficiently broad enough that students can specialize in virtually anything. Eighty percent of medicine known today wasn't even thought about 10 to 15 years ago,” Dr. Sanford said.

For now, Hall is leaning toward a career in family practice or orthopedics while Cutting's interests point him toward pediatrics. Regardless of what area of medicine they enter, both are agreed in their career ambitions. As Hall said, “I plan a career as a Navy physician who practices medicine for people.”

But becoming a doctor is neither easy nor cheap. For those who spend at least four years studying in a civilian medical school, the total costs average \$225,000; for a military physician studying at USUHS, about \$190,000. Unlike civilian medical students who not only must pay their own tuition, laboratory, and living expenses, aspiring military physicians don't have those same financial burdens. “Congress provides billets and funds while individual services take care of pay and allowances for their own people,” said Sanford.

Instead of facing years of paying off staggering debts as do many civilians graduating from medical schools, Navy medical officers start their careers with the weight of bars on their shoulders.

Serving on active duty as a medical officer for at least seven years doesn't bother Cutting. “There's no comparison



Medical students from different services take part in classroom lab work (lower left). Time not spent in a classroom may find students in solitary study (top) or taking a break (lower right).

to the civilian world of medical schools. Civilian medical students are indentured to banks—we are committed to our country.”

“The money isn’t that important,” said Hall. “It’s great to be independent and not have to worry about paying back all kinds of loans.”

Investing thousands of dollars in its medical students means the Navy expects graduates to become career military physicians. “Before an individual is even accepted here, we need a commitment,” said Sanford. “All we want is the rest of their lives. If a prospective student is taken aback at that propo-

sition, he or she should look elsewhere.

“We’re not interested in someone who wants to come into the service as a military physician for only the minimum of seven years. We are interested in those who intend to stay in for at least 20.”

Judging from the attrition rate, so are

How to Apply

For application consideration at the Uniformed Services University of the Health Sciences, prospective students must meet the following requirements:

- Baccalaureate from an accredited college or university.
- Academic requirements, including the New Medical College Admission Test (New MCAT).

- U.S. citizenship.
- Between 18 and 28 years of age as of June 30 of the admission year. Age waivers may be granted for those on active duty or with prior service.

- Eligible for an officer commission.
- Motivated for a medical career in the armed forces.

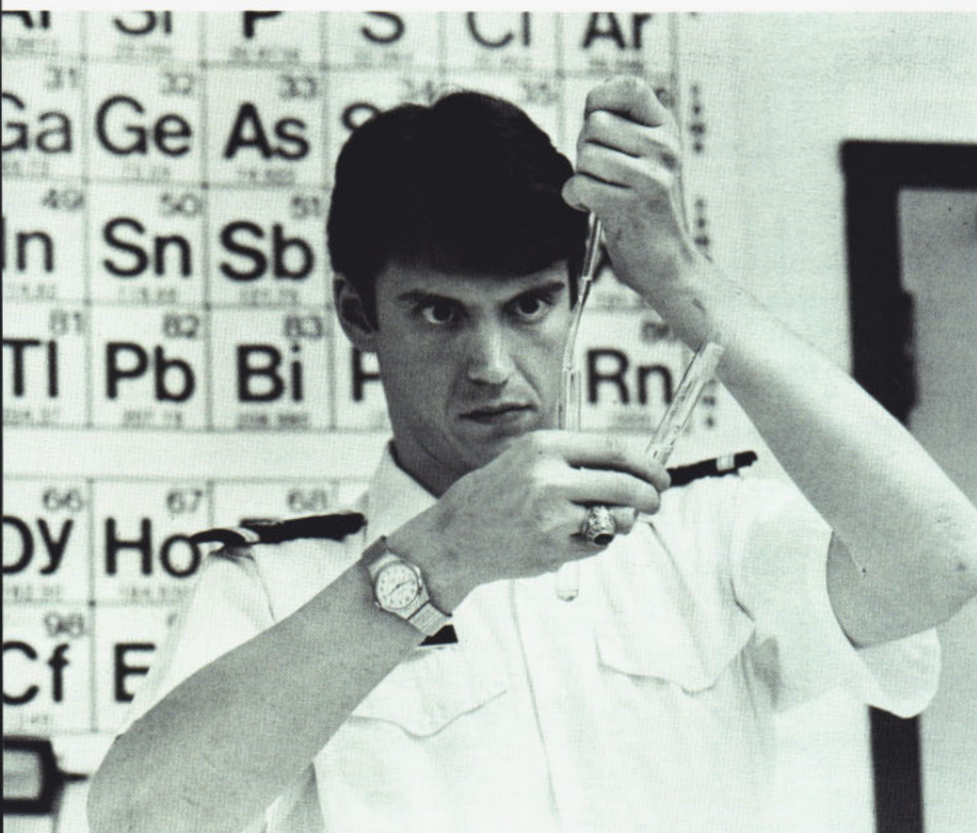
- Physical, intellectual, and personal qualifications of the school.

Prospective students must submit applications through the American Medical College Application Service

(AMCAS), using the AMCAS application form. Address admission inquiries to: Director of Admissions, Uniformed Services University of the Health Sciences, 4301 Jones Bridge Road, Bethesda, Md. 20014.

Prospective students who are on active duty in the Navy (including the Marine Corps) must obtain permission to apply to USUHS. Information concerning the university and how to obtain permission to apply is contained in SecNav Instruction 1500.8.





those who gain admission. For civilian medical schools, the normal attrition rate is about 5 percent. At USUHS, the attrition rate runs about 1 to 2 percent with less than 5 percent expected once full classes graduate.

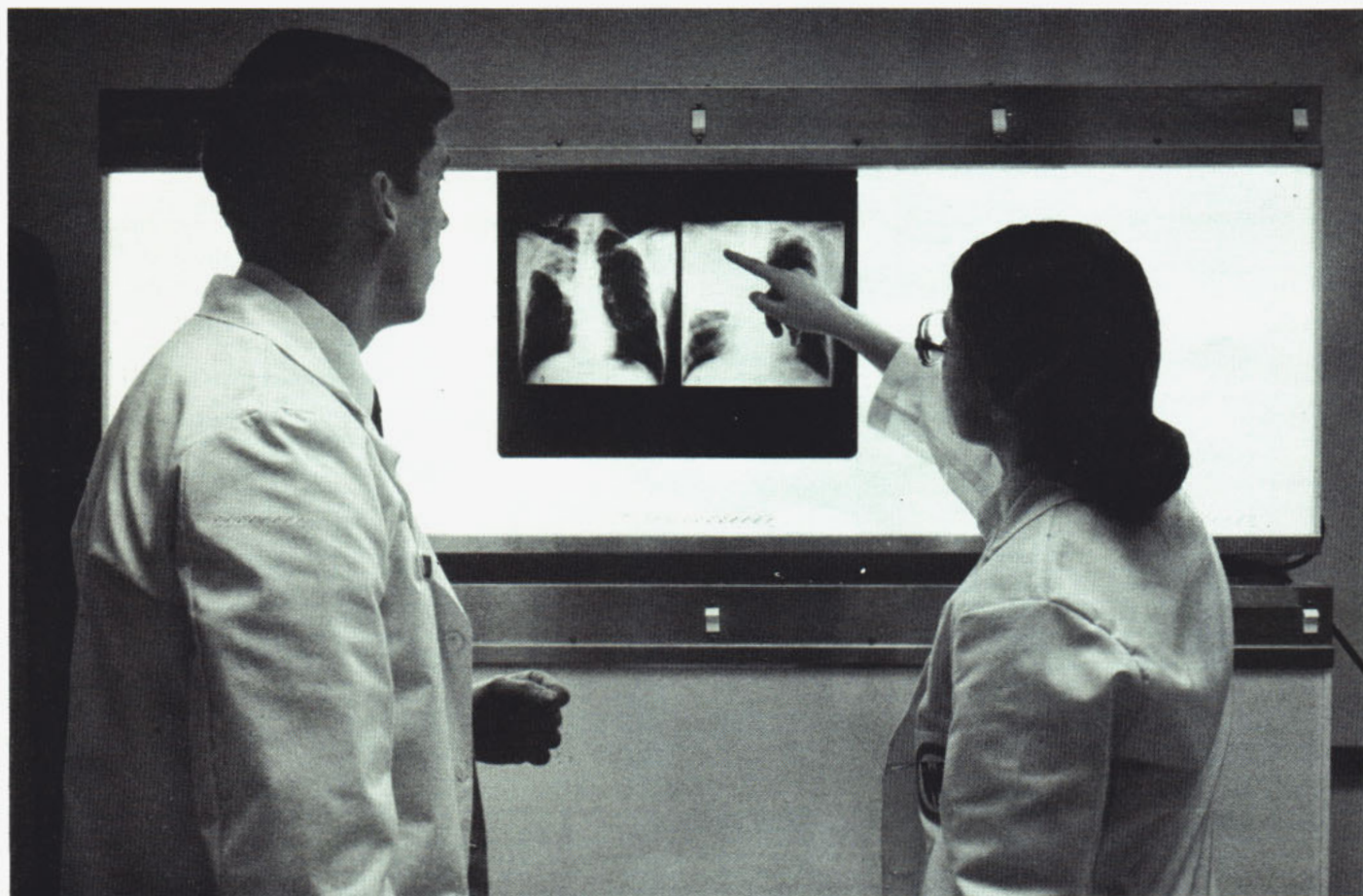
Thanks to the Uniformed Services University of the Health Sciences, the Navy added eight doctors from the charter class upon their graduation May 24.

For Navy people, their acceptance to USUHS is "the chance to go to medical school in a way they can afford," said Dean Sanford. "Our students, both those here now and in the future, can recognize all that the Navy is and what great career opportunities they have as medical officers."

—Story by JO2 Barb Tein-Geddes

—Photos by PH1 Jim Preston

From a large lecture hall or a chemistry lab to an X-ray room, the results are the same—a quest for knowledge.



Nimitz Battle A Day

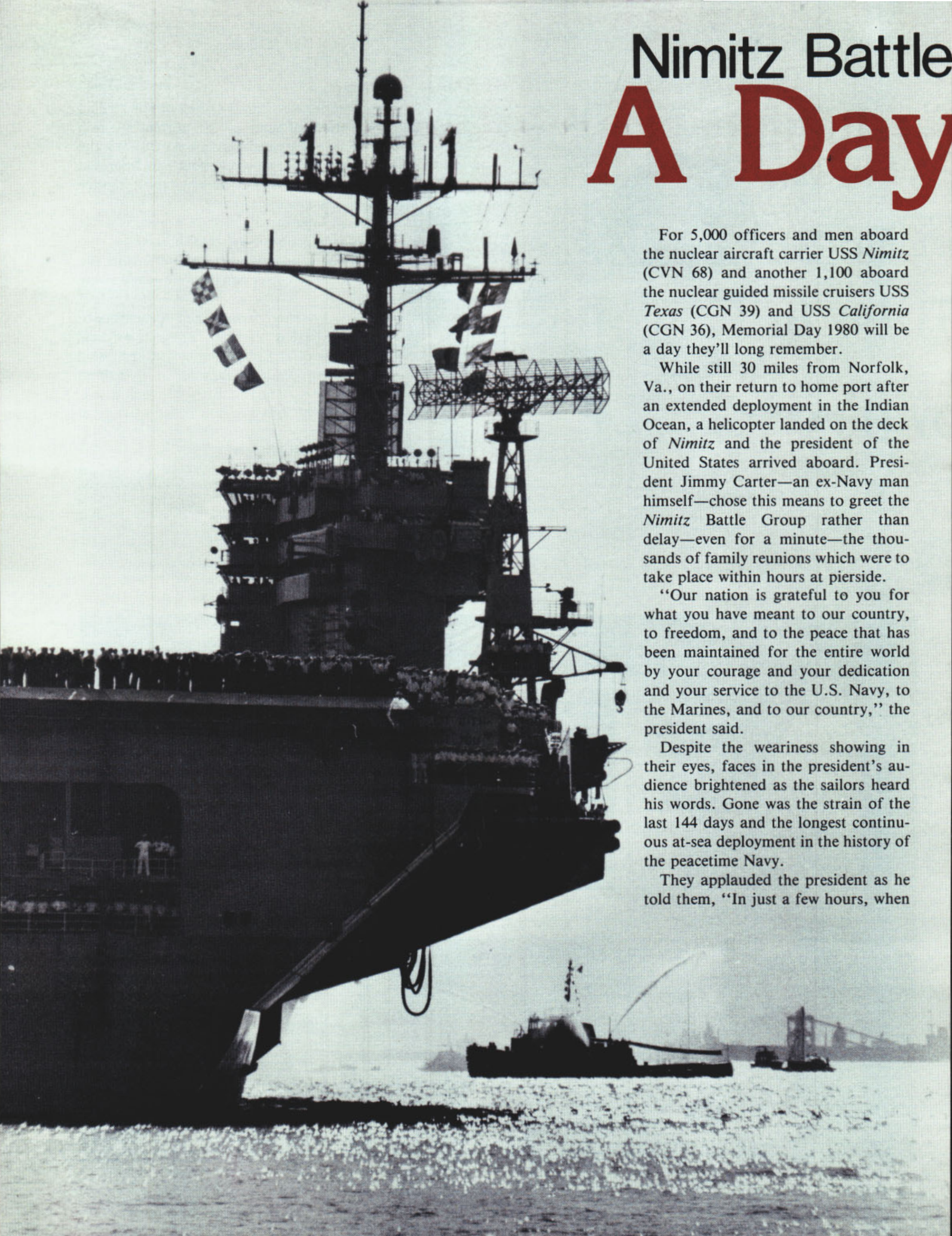
For 5,000 officers and men aboard the nuclear aircraft carrier USS *Nimitz* (CVN 68) and another 1,100 aboard the nuclear guided missile cruisers USS *Texas* (CGN 39) and USS *California* (CGN 36), Memorial Day 1980 will be a day they'll long remember.

While still 30 miles from Norfolk, Va., on their return to home port after an extended deployment in the Indian Ocean, a helicopter landed on the deck of *Nimitz* and the president of the United States arrived aboard. President Jimmy Carter—an ex-Navy man himself—chose this means to greet the *Nimitz* Battle Group rather than delay—even for a minute—the thousands of family reunions which were to take place within hours at pierside.

“Our nation is grateful to you for what you have meant to our country, to freedom, and to the peace that has been maintained for the entire world by your courage and your dedication and your service to the U.S. Navy, to the Marines, and to our country,” the president said.

Despite the weariness showing in their eyes, faces in the president's audience brightened as the sailors heard his words. Gone was the strain of the last 144 days and the longest continuous at-sea deployment in the history of the peacetime Navy.

They applauded the president as he told them, “In just a few hours, when



Group- to Remember

you arrive, there will be literally tens of thousands of people there to welcome you home, including, I understand, 200 new Americans who have been born since you left."

In his talk, the president mentioned the abortive rescue attempt of the Iranian-held hostages—a mission launched from the *Nimitz*. "All of you shared in that humanitarian commitment and humanitarian mission," he told the sailors. "You not only served to provide stability in the Persian Gulf, but I am absolutely convinced that your presence there, along with other U.S. ships and the fighting men on them, has been the major factor in protecting the lives of the 53 American hostages who are still held."

Following his message to the *Nimitz* Battle Group, the president boarded his helicopter and flew to the Norfolk

Naval Base to speak to the gathered families of the returning sailors and thousands of Tidewater well-wishers. Cheers rose from the crowd as the president told the thousands waiting at pier 12, "They are not very far away. They are on their way home."

The homecoming awaiting the battle group was one of the most impressive since the end of World War II matched only, perhaps, by the return of the *Kitty Hawk* Battle Group to San Diego last February. More than 30,000 people turned out to meet the ships returning from the nine-month deployment—a deployment that began last September as a routine Mediterranean cruise. It was one cruise which turned out to be anything but routine.

As events developed in Iran following the November seizure of the American Embassy in Tehran, military

planners decided to beef up the then-small naval force in the Indian Ocean and ordered the nuclear-powered battle group to the area. The three ships got under way from port visits and, upon arriving on station, settled into a pattern of patrolling areas of the Gulf and Arabian Sea.

Since leaving the Mediterranean in January, the *Nimitz* had been at sea continuously—144 days under way. To provide the ship with a break, Chief of Naval Operations Admiral Thomas B. Hayward, and the Secretary of the Navy Edward Hidalgo, authorized a two-beer ration for each *Nimitz* sailor to mark their 100th day at sea; this broke, as a one-time event, a 66-year tradition abolishing the use of alcohol aboard Navy ships.

Texas and *California* each made brief stops during their Indian Ocean

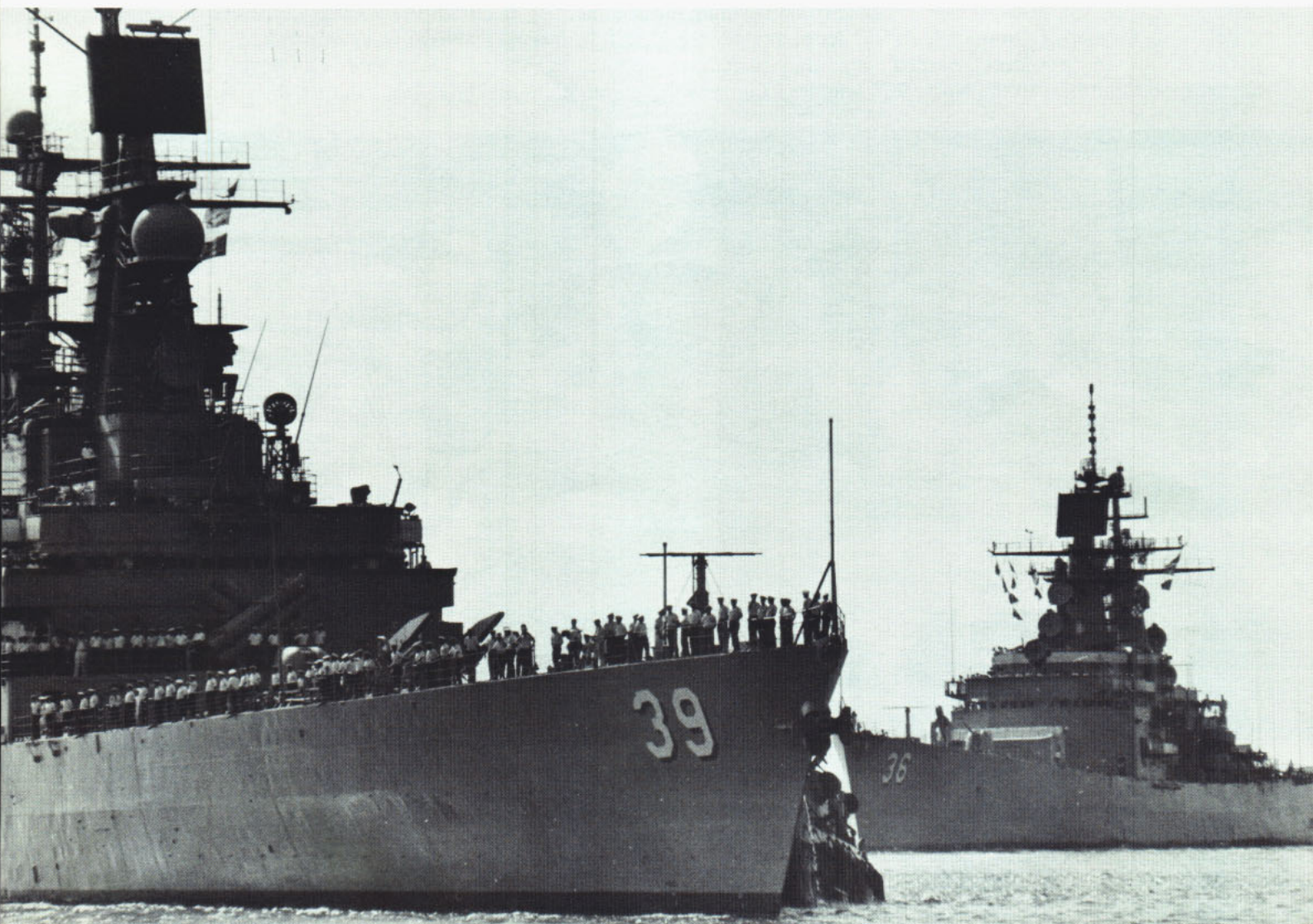


Nimitz Return

tour, but for all three ships, this past Memorial Day marked the close of their nine-month assignment.

The crowd started gathering at the naval station pier early on May 26, despite the ships' estimated arrival time of 5:30 p.m. Many greeters had traveled throughout the night. Relatives and friends of *Nimitz* crew members wore large buttons proclaiming the carrier as "Worth Waiting For;" hundreds of wives and girlfriends of *Texas* crewmen brightened the pier by carrying yellow roses. Large hand-painted banners stood alongside signs lettered in children's scrawl greeting fathers, sons and brothers on all three ships. Buttons and balloons printed with "Welcome Home Indian Ocean Battle Group" were everywhere. Even the drab metal brows the ship's crews would use were decorated with yellow ribbons.

As the ships entered Hampton



Roads, *Texas* took the lead followed by *California* and *Nimitz*. Around the Battle Group, fire boats sprayed streams high in the air and swarms of small power and sail boats formed a procession, escorting the ships to port. It was as if the skippers of the small vessels wanted to ensure that the three Navy ships knew their way back home.

In the naval tradition for entering port, sailors were topside manning the rail. Excitement was high as the sailors saw the throngs of people waiting at the pier to greet them. Veterans of many other homecomings could hardly believe the welcome they were receiving.

As the ships came into view from the carrier pier, the crowd became noticeably more anxious. Children in strollers, some elderly people in wheelchairs, and all the other relatives and friends waited nervously for the ships' arrival. Several wives burst into tears upon seeing the silhouettes of the ships in the distance. Although comic relief was provided by a group of professional clowns and actors from Broadway's "Annie" also entertained

"As America's role of world leadership comes under test, you have been a key element in our ability to respond effectively and credibly. You have truly been the cutting edge of our nation's foreign policy.

"In spite of all the unique hardships and sacrifices you have faced, your performance of duty has been professional, patriotic, and in the very highest traditions of the Navy-Marine Corps team...."

—Secretary of the Navy Edward Hidalgo.

the crowd, it was still apparent that the real stars at this homecoming were aboard the three gray hulls slowly edging into view.

As the ships drew closer to the pier, lines were passed to the tugs waiting in the channel. Meanwhile, other craft fell into position alongside the ships. Friends and relatives armed with binoculars searched the sides for *their* sailors. Excited screams and shouts rang out as they located their particular uniformed man.

Thousands of well wishers stood at the ropes cordoning off the sides of the pier as line handlers worked feverishly to secure the lines tossed from the decks of ships to the pier. Greetings and shouted words, as—"Wait right

there!"—passed between the people on the pier and sailors on the ships. Cheers rose from the crowd as each ship announced, "Moored. Shift colors."

As soon as the ships were secured to the pier and brows were in place, streams of people rushed to find their sailors. Shamelessly, tears flowed both on the pier and on the gray decks of the ships. The months of waiting were overcome with this moment of joy as the 7,000 men received the heroes' welcome they deserved.

—Story by JO2 Bob Rucker. Photos by PH1 Ron Bayles, PH2 C. W. Griffin, PH2 Bob Hamilton, PH3 Jay McIntosh, PHAN Skip Nocciolo and JO2 Rucker.

Air Wing Eight Returns

Wives and sweethearts brought coolers filled with chilled champagne. Kids seemed to grow three inches straining to look over the crowd for that first glimpse of their homecoming fathers. A Navy band played "Anchors Aweigh."

The 120 men of Helicopter Mine Countermeasure Squadron 16 (HM-16) came home on May 19 to a hero's welcome, 180 days after they left on a secret mission designed to rescue the U.S. hostages in Iran.

Although the April 25 mission ended in tragedy, there were no signs of regret in the eyes of the helicopter crewmen. Vice Admiral George E. R. Kinnear, commander of the Atlantic Fleet Naval Air Force, greeted the returning men, praising them as the best RH-53 people in the world. "I have no intention of

standing down this unit. The future for helicopter minesweepers is as bright as it has ever been," Kinnear said.

One of the young petty officers who worked as the landing signalman on the deck of *Nimitz* said he saluted each of the helicopters as it departed on its Iranian mission.

"I really felt proud to be there," he said. "I'd go back to the Indian Ocean again for six months if we could pull off another mission—and I think a lot of the other guys in my squadron would go too," he said.

While the 6,000 sailors aboard the cruisers *Texas* and *California* and the carrier *Nimitz* endured their final hours of channel fever, 76 men flew into Naval Air Station Oceana. For the families of Oceana-based squadrons VA-35, VF-84 and VF-41, Sunday,

May 25, was *their* day. Other fighter and attack squadrons who deployed as part of Carrier Air Wing Eight on the *Nimitz* flew to bases in Florida and on the West Coast. Despite threatening skies, nothing could dampen this homecoming. Commander Emory Brown, commanding officer of VF-84, summed up how his men felt. "Finally, the American people believe in their military again, and realize how important a strong Navy is."

Below is a complete listing of squadrons assigned to Carrier Air Wing Eight embarked in *Nimitz*:

VA-82	VFP-63 Det Five
VAW-112	VF-41
VS-24	HS-9
VF-84	VA-86
VA-35	VAQ-134

Bearings

Staghound Rechristened

On Dec. 19, 1979, Setsuko Brookins, wife of Cryptologic Technician (Collection) Second Class Gary Brookins, snapped a bottle of champagne across the bow of *Staghound*, rechristening a boat which has become a legend.

Staghound was designed in 1937 by noted ship's architect John G. Alden. Riding a 10-foot, 10-inch beam, she drafted six feet and weighed out at 15 tons. While the racing ketch was retired during World War II, it was

returned to sea after the war for several years of competition. During the next few years, it carved a notch in yachting history.

Staghound was runner-up in the famed Trans-Pacific Race from California to Hawaii in 1951 and winner of that race in 1953 and 1955. Under the helm of Ira Fulmore, it set a record that still stands. *Staghound* also won the Los Angeles-Newport Beach Race in 1954 and 1955, in addition to many

races in the Hawaiian Islands.

In 1957, *Staghound* was purchased by Paul Hurst (now deceased), who was then an engineer and Central American boat builder. He continued racing until 1967 when he converted the boat to a cutter and began his circumnavigation of the globe, making leisurely side trips en route, including an eight-year layover in Japan. One of these side trips and a typhoon brought Hurst to Okinawa where he met Brookins. By this time, *Staghound* was suffering the effects of old age.

From Hurst, the Navy man learned the history and lore of *Staghound*, which Hurst wanted to leave in responsible hands while he traveled to Hong Kong to work on another sailing vessel. A few months later, Hurst flew to the United States where he learned he was suffering from a terminal sickness. It was then that Hurst sold *Staghound* to Brookins for a nominal sum, extracting a promise from the younger man that he would resurrect the aging boat.

To Brookins, the task seemed almost impossible. He called in junkmen to take the boat but while they were there, he changed his mind. He couldn't bear to part with it.

"It took eight months to disassemble the boat and find out just what was structurally wrong," Brookins explained. "She had 127 broken ribs and dry rot below the waterline."

Nearly three years later, after long hours of backbreaking work rebuilding the engine and heat exchanger and replacing the cracked ribs, Brookins brought the ship back to life. Other renovation work included new deck planking, cockpit, mast, spar and fittings.

Brookins acknowledges the aid of some 100 men and women in helping him during the refitting. He particularly credits his wife for her support and sacrifice in the effort.

Brookins' background played a major role in his decision to restore *Staghound*. As a young boy, he and his

It's a Small World



The Navy is frequently described as a small world. It's not uncommon for former shipmates to wind up serving together after years at different duty stations. So it wasn't uncommon for Ensign James Marshall to recognize a familiar face when reporting aboard USS *Coral Sea* (CV 43). What may be uncommon is Marshall's assignment as division officer for a man he used to work with, Master Chief Ground Support Technician (ASCM) Louis Pozzi.

Marshall worked with Pozzi in 1964 when Marshall was an airman aboard

USS *Kearsarge* (CVA 33) and he used to check out ground support equipment from the chief. Marshall still recalls the chief as "cooperative and ready to assist in any way" and remembers the inspiration Pozzi gave him.

So, after being promoted to Chief Aviation Electronics Technician, Marshall applied for the Limited Duty Officer program and was promoted to ensign in April 1979. Now the two are together again in *Coral Sea's* Aircraft Intermediate Maintenance Department's quality assurance division.

family lived aboard a 30-foot sloop in Miami. He learned boat-building skills from his father, and before long, was building boats himself.

In 1971, he came on active duty from the Naval Reserve. After a short time in Pensacola, he was sent to Adak, Alaska, where he whiled away his spare time building boat models. At his next duty station in Homestead, Fla., he was able to turn one of his models into a 17-foot day sailer.

When *Staghound* came his way, it was natural that he would take interest in the old boat.

"When . . . if . . . I leave Okinawa," he says, "I plan to retrace *Staghound's* voyage through the South Pacific, not caring much about time, even if it takes me a year at sea to make it home. I'll visit numerous islands, writing and maybe do some charting too."

—CTAC Donald L. Winans

Navy Teamwork

Lieutenant Sharon Poplawski is a dedicated Navy nurse in love with her profession. For her, the wards and the emergency room at Navy Regional Medical Center (NRMC) Long Beach are familiar ground. But when not on duty, LT Poplawski's interest turns to athletic competition and her operating territory is a basketball court.

At College Misericordia in Dallas, Pa., she lettered in both basketball and field hockey for four consecutive years. In 1974, her abilities earned her a place in *Who's Who in American College Athletes*.

When she joined the Navy Nurse Corps, she thought for sure that her athletic days with team sports were over, especially when she arrived at NRMC Long Beach and found no sports program available. But determined as she was to stay physically active, and enjoying team sports so much, she began

commuting from Long Beach to San Diego (a two-hour trip) just to participate with the basketball team at Naval Air Station North Island. Last year she went on to become part of the All-Navy team.



Aircrewmen from Fleet Composite Squadron Five (VC-5) pass sacks of rice to villagers at Dolawan, R.P. in late March. Squadron personnel donated 1,000 pounds of rice and clothing collected from a base-wide drive to a 500-member tribe after learning of their need for medical supplies, food, and clothing.

—Photo by JO1 Balquien F. Valdez.

Life Saver Tarr

While making his rounds near the Navy Exchange, Patrolman Arthur Brown, a civilian security guard at the Naval Air Station Oceana, Virginia Beach, Va., blacked out and fell to the floor.

Chief Aviation Electrician's Mate Levi Tarr rushed out of the nearby cafeteria to investigate the noise. Brown had stopped breathing and his skin was turning blue.

Almost at once, Chief Tarr attempted mouth-to-mouth resuscitation but Brown's jaws were locked tight. He then began breathing into Brown's nose and shortly thereafter, Brown began breathing on his own.

Brown was then taken by ambulance to the NAS Oceana Branch Clinic. Later, when his condition had stabilized, he was moved to a civilian hospital.

Today, thanks to Chief Tarr, Brown is back to work. The chief is assigned to

Fighter Squadron 33 (VF-33) at Oceana.



Bearings



Bay City Dozen

Adding a little pizzaz to a unique recruiting campaign, Navy Recruiting District San Francisco gave a group called the Bay City Dozen a special send-off to the "Silent Service."

Its Bay City Dozen was composed of 12 young men, specially selected to train in the Navy's sophisticated nuclear submarine program. All are from the "Bay City" area and will eventually fill billets aboard USS *San Francisco* (SSN 711), presently outfitting at Newport News, Va.

It all began when the submarine's supply officer, Ensign John Class, called NRD San Francisco to inform them that the 12 billets would soon become available. In turn, NRD San Francisco conducted a concentrated advertising campaign in local newspapers to select the 12 top men for the jobs.

A reservist, Personnelman Seaman (SS) Frank Matosich helped arrange transportation for ENS Class and Torpedoman First Class Gale Brown to represent the ship at the ceremony.

With the representatives of the crew on hand and a Navy band and color

guard, San Francisco Mayor Dianne Feinstein (above) administered the oaths of enlistment to the new recruits.

In the near future, when *San Francisco* joins the fleet, it will have on board the Bay City Dozen, a group of young men whose choice it was to sail proudly aboard the namesake of their home town.

—Story by Bill W. Love
—Photo by Lorenzo H. Ford

New Orleans Rescue

A San Clemente, Calif., man whose sailboat became lost about 30 miles southeast of Catalina Island was rescued March 30 by the crew of the USS *New Orleans* (LPH 11).

The sailboat skipper, Richard H. Horn, had been given headings by the Coast Guard but was unable to navigate back to land. Four hours later, he reported by radio that he was confused, weak, dizzy and low on fuel.

New Orleans monitored Horn's radio calls and plotted his estimate position after learning USS *Frederick* (LST 1148) had been sighted by Horn earlier. When *New Orleans* reached Horn's boat, rescuers found him lying unconscious in the cockpit. A boat with a doctor was lowered and Horn was then taken on board *New Orleans*. Horn's medical condition was stabilized while aboard the Navy ship and he was evacuated by helicopter the next day.

New Orleans, commanded by Captain Edward O. Buchanan, was participating in a 3rd Fleet amphibious exercise at the time of the rescue.



Military Background

Ask Chief Radioman Ezra Craycraft of Commander Training Command, U.S. Pacific Fleet, San Diego (COMTRAPAC) about the Army, Air Force and Navy and he will tell you what each branch is like. After all, he has served in all three and has been on active or reserve duty for almost 32 years.

After a brief tour as a Navy reservist, Chief Craycraft entered the Army in November 1948. The chief spent most of his Army time in Korea as a radio communications operator and also served as General MacArthur's personal driver.

Following reorganization of the Department of Defense, Chief Craycraft was shifted to the Air Force. He attended the Air Force Radio Operator Training School and served, again, in Korea, and in Spain, Germany, Morocco, Italy and Japan, mostly as a crew member flying search and rescue missions.

After 13 years of active service he traded in the Air Force blue for civies and turned to farming in Los Alamitos, Calif. He did not completely

shed a military uniform, though. He joined the Naval Reserve.



In 1966, after five years in the reserve, Chief Craycraft returned to active duty, this time in the Navy. He has served with Carrier Air Wing 15 on board USS *Independence* (CV 62) and Commander Patrol Wing Pacific before reporting to COMTRAPAC to serve as the Assistant Communication and Security Officer.

Bigelow's Performers

"Get outta here!" growled one youngster. Others jeered, but three minutes later, 150 distrusting children sat spellbound.

Crew members of USS *Bigelow* (DD 942) were presenting a sampling of Brad Gromelski's play "The Invention," during its overhaul at General Shipyard. In their presentation, they created a sort of magic which allowed the rough and tumble kids from East Boston a chance to participate.

The 15 crewmen from *Bigelow* had ventured deep into East Boston territory where a close-knit community was said

to be traditionally wary of outsiders. Other crewmen aboard the ship, as well as many members of the community, said the project wouldn't work.

Bigelow's productive players proved them wrong!

After checking out the project with the school system and, with the help of the Armed Forces YMCA outreach director, the players not only performed but presented the entire play within a couple of days. The community showed its enthusiasm; audience participation was a big hit.

"There's something magical going on when you ask for four volunteers and you get 10 instead," said Radioman Second Class Tim Baier, one of the performers.

The crew presented its final two plays in April. Like their first play, the effort on the part of *Bigelow's* performers was an "invention" which produced a positive image for the Navy.

Commander William Johnson, skipper of *Bigelow* noted, "This play is the first community endeavor to make an impact." He added, "After all, we live here, too!"

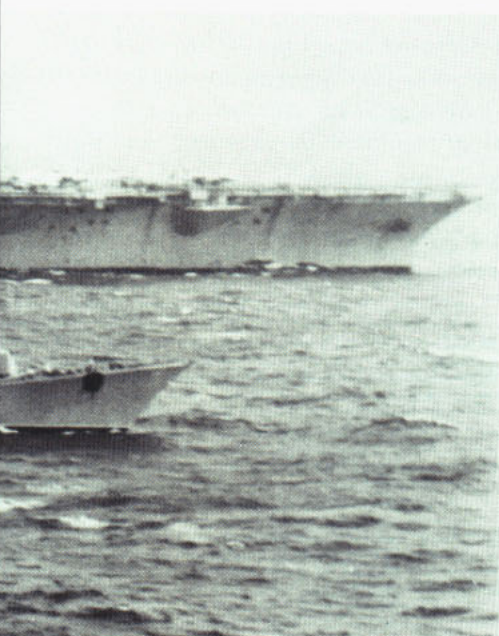
—Story by JOI Rich Sylvester

Sun City Mail

Postal clerks aboard the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) went about the work sorting mail with smiles on their faces recently, all because of the thoughtfulness of the people of Sun City in Arizona. Over 500 valentine cards addressed "Valentine For a Nice Guy" found their way to the *Nimitz* after George A. Thompson encouraged his Sun City neighbors to send their greetings to the sailors on ships in the Arabian Sea and Indian Ocean. The cards were distributed on Valentine's Day for all hands to enjoy.

The Soviet Kashin-Class Destroyer Sderzhanny (DDG 286) cruises near the nuclear carrier USS Nimitz (CVN 68) during U.S. Navy operations in the Indian Ocean. Nimitz recently returned from a deployment to the Indian Ocean.

—Photo by LT George Yacus



An Interview With the CNO

Chief of Naval Operations Admiral Thomas B. Hayward took time recently from a busy schedule to talk to the men and women of the Navy through the pages of All Hands. By so doing, ADM Hayward underscored one of his own objectives—that of keeping our people informed. He also let Navy people know that the leadership in Washington is doing its level best to improve the quality of life in today's Navy.

In the following interview, CNO hits on many subject areas, including sea pay, extended deployments, family separation, retention and compensation, all of vital interest to the active duty population and their families.

* * *

Q: You have labeled the Navy's retention problem as being a "hemorrhage of talent" which has placed severe limitations on fleet readiness. Isn't there a remedy for the Navy's manpower needs?

A: Absolutely. For the most part, although not exclusively, the solution to the loss of so many of our best people is money. Too many Navy men and women are just not being adequately compensated for the demanding and highly professional jobs which our country calls upon them to do. No one should expect to have to add the strain of making ends meet to the many other demands which Navy life puts upon our people and their families. An important part of any compensation improvement should be sea pay in meaningful amounts, to give greater recognition to the longer hours and family separations which our people undergo on sea duty. There will never be enough sea pay to adequately compensate people for these sacrifices, but there must be enough so that Navy people know that the Congress

and the people care about their additional sacrifices on behalf of the country. I am confident that the relationship between compensation and retention is being increasingly understood both in Congress and by the American public. There's little doubt in my mind that we are going to see action on this in the near future. Even now, there are several legislative proposals in various stages of progress in the Congress. The problem will not likely be solved by one large pay increase, because of budget considerations, but it can be alleviated by legislative action in the next several budget cycles to restore military pay to the comparability level we had when the All-Volunteer Force was established in 1972.

Q: The first law of the sea is to obey—sailors do this without hesitation, even when they learn an already lengthy deployment has been extended at the eleventh hour. Some wives, however—many of them new to Navy life, have difficulty understanding the necessity for extended deployments and their lives seem to be one crisis after another. Does the Navy's top leadership take families into account when deployments are suddenly extended?

A: I can't expect wives to be happy when they learn that a deployment is extended, or that some new commitment will keep their men away from home longer—that wouldn't be normal. But I do expect that they should understand—in fact, they almost uniformly do, if they are properly informed. I know that the fleet CINCs personally take a very hard look at any proposal to extend a deployment. The more significant proposals I review in Washington. We do not extend a deployment unless it is absolutely necessary. You can be assured that such decisions are made only when absolutely required by the country's interests—as has been



the case with our Indian Ocean deployments over the past year. But family separation will always be a part of being in the Navy. It's an inherent by-product of having to protect our country's vital interests far from home. I recognize the great stresses which family separation puts on wives, who must be mother and father to the children, fix the washing machine, and sometimes the car. That means the Navy wives have to be a special breed of self-reliant people. At the same time, we have to do everything possible to recognize the special needs of our families, and support them as much as we can. Most importantly, we must keep them informed.

Q: *Compensation is not always associated with money—there are other ways to acknowledge a person's total devotion to duty. Aside from pay, what are the Navy's leaders doing today to help compensate people who have been asked to give an extra measure of service again and again?*

A: Recognition of good performance and dedicated effort is a very important part of ensuring that people feel that their special contributions and hard work are appreciated. There are lots of ways we are doing this now, and we are constantly examining others to determine their usefulness.

The Command Advancement Program (CAP) is one example of a recent initiative to let COs at the local level recognize their outstanding performers by locally authorized promotions. We have also expanded authority to afloat commanders to award the Navy Achievement Medal. And Navywide implementation of frocking enables earlier recognition of promotions. From a simple "thank you" for doing a good job to a personal decoration for outstanding achievement, there are a whole range of things which we must use appropriately to recognize the extra dedication of our best people. That is a basic function of leadership. At the same time, top-level attention to such areas as personnel support facilities, habitability of quarters afloat and ashore and special needs of family members and dependents are other aspects of the Navy which we must constantly assess and improve. Everyone, from the third class petty officer on up, has a role both in recognition and helping to make the Navy a better place to be.

Q: *It has been reported that some Navy ships—particularly the carrier Nimitz—have been on extended operations at sea while on deployment in the Indian Ocean, which exceed at-sea periods racked up even in World War II by a*

An Interview with the CNO

majority of ships. What is the Navy doing to ease the burden, the mental and physical strain, endured by the men aboard these ships?

A: You are certainly right about the tempo of operations in the Indian Ocean being tough. When USS *Nimitz* spent more than 140 days at sea without a port call earlier this year, it was an indication of how arduous Indian Ocean deployments can be. There is no question in my mind, however, about the importance of our being there. There doesn't seem to be any doubt in the minds of our sailors, either—they have done an outstanding job in all respects under very difficult circumstances, and they have stayed highly motivated throughout. The strains are indeed there, however. We are doing the most we can right now arranging for port visits for those ships which can be rotated off station periodically. But the obvious fact is that as long as the situation stays tense there, we will keep our ships on station, ready to react. I think our guys understand that. After all, that's what the Navy is all about. In the meantime, I am confident that American ingenuity will keep our sailors' hands and minds busy. There's no shortage of ingenuity and initiative in finding good ways to spend the time—the American sailor doesn't wait to have someone light a fire under him.

Q: *The high cost of housing, particularly in naval port cities, has forced many officers and petty officers to go it alone by not moving their families into the area of their ship's home port. Is anything being done or is anything being considered to ease the plight of these people?*

A: The problem of geographical bachelors who move to areas without their families because of economic factors, including the cost of housing, is troubling to be sure. Such moves are extremely hard on family life and on the individuals involved. It is one of those factors that drives good people out of the Navy. I am strongly supporting legislation for Variable Housing Allowances which will key the amount people get for quarters to the cost of rentals in the particular area they are stationed in. Many of the ports where the Navy is concentrated are higher cost areas, which aggravates the problem. I think there is understanding on the part of most members of Congress that this type of problem exists and that it needs to be dealt with now. I intend to continue to stress that as long as necessary.

Q: *Admiral, rather than having a "responsive Navy" are we in danger of having a "firehouse Navy" or one that constantly responds to alarms all over the world with more and more frequency? Because of this, aren't we really stretching ourselves thin, wearing down our ships, and burning up our sailors?*

A: Let's face it. The world is a troubled place today. As long as there are fires that need our Navy's help, we are going to be there. You are right when you say that our Navy is stretched thin today. In fact, we are, in my view, stretched thinner than at any time since the late 1940s. We have to meet increasing demands with a fleet that is only half the size it was 10 years ago. But we've got great ships and great people, much more capable than a few years ago. You've probably heard me say that we are being called upon today to meet a three ocean requirement with a one and a half ocean Navy, and that's true. We have never fully stood down from the numerous crises which have put demands on our Navy since World War II. Events in the Indian Ocean are a good example of a Navy stretched thin, with our ships and our people similarly stretched, by the demands of our national policy. Our people understand why the country needs them there, and the way they have responded to a tough challenge makes me very proud.



Q: *As the Navy's manpower limitations are stretched almost to the breaking point today, what role do women officers and enlisted play in helping to ease our manpower crunch—all, of course, within the limitations on their service which is set by law?*

A: There's no question but that women are playing a larger and more important role in the Navy today than ever before in history, and that role is going to become even larger as we move further into the 1980s. There are several reasons for this. There is going to be a downturn in the number of available males in the labor market in years to come—that's a function of lower birthrates in the 1960s and 1970s. At the same time, women are proving that they can do the job as well as men. Women at sea are here to stay. This is a program to which we are committed, and which will grow substantially in the years just ahead as female manning on the types of ships that are already receiving women increases. With women now in most every enlisted rating and officer specialty, with women graduates of the Naval Academy and technical postgraduate school courses, their roles in the future of the Navy are both important and assured. There are a variety of reasons for this—the most important of which is the very practical consideration that women have shown they can do the job we've assigned to them—and generally in a highly creditable manner.

Q: *Admiral, in your speech in May to the Society of Naval Engineers, you said, "Let's knock off our incessant search for someone else to blame . . ." referring to the hostage rescue mission in Iran. Could you explain what you meant by that statement?*

A: I believe our country has gone much too far in looking for others to criticize and blame. We have gone overboard with this business of trying to find fault, while all too rarely giving people credit where it's due. In the case of the hostage rescue operation, we had a superb team put together of the finest professionals from all the services. They prepared for and executed the mission to the best of their ability. Many performed heroic acts, for which they will be appropriately recognized. What I objected to was the instant and wholly uninformed outpouring of criticism that followed the decision to abort the mission. It was all too typical of our unfortunate tendency to concentrate on negative rather than positive things. I find it disturbing that too many people in this country of ours focus on faults at a time when we should be pulling together instead of looking for ways by which to keep us divided.

Q: *Admiral, what are the positive things about our Navy that many of us may have lost sight of in view of all the things that seem to go wrong today?*



A: That's a good question. We *do* worry an awful lot about problems. We concentrate on the difficulties and sometimes we tend to overdo it, I know I do. Here in Washington, we are particularly problem-oriented, worrying about such things as future ship size, aircraft building programs, compensation for our people—all these things we so badly need—new BEQs and BOQs, travel funds, and all the things that are issues. They're real. They are important. In the process of trying to win support for correcting our deficiencies, there's a tendency to dwell excessively on the problems without recognizing that so much is being done well. Nobody appreciates this more than a service chief. When I leave Washington and go out and see the Navy operate—where people are having to do the job that we have a Navy for—I always come back enthused with how great things are, because the Navy *is* in good shape today. There is a marvelous attitude out there in the fleet. The material condition is vastly improved over what it has been in the past. The capability of the fleet to carry out its responsibilities continues to grow—and all our warfare areas have improved enormously over the last half-dozen years. As seen by the CNO, from the broad perspective of naval requirements, we are much, much better and we're improving every day. It's a very good thing to see. I also know, at the same time, that I have to continue fighting here in Washington to make it better. The Soviets are going to get better and we must keep up our current momentum. ↓

Hispanic Festival

An Outpouring of Friendship

When a Navy ship enters port, it serves to publicize the strength and presence of the Navy. Sometimes, especially in Navy port cities, that presence is taken for granted. Not so, however, in Houston, Texas, where visits by Navy ships are infrequent and the only naval facility is a local Reserve unit. When the frigate, USS *Valdez* (FF 1096) pulled into Houston on May 2, it generated more than just a little excitement. For Houston, and the city's Hispanic community, the visit of the *Valdez* was an important occasion.

Houston was celebrating Cinco de Mayo (the Mexican victory over the French under Emperor Maximilian in the 1860s). *Valdez*, named after Hospital Corpsman Third Class Phil Isadore Valdez, who was posthumously awarded the Navy Cross for conspicuous gallantry in action during the Vietnam conflict, had come to join the event. The visit of the Newport, R.I.-based frigate to Houston also accented the Navy's Hispanic Demonstration Project, an effort to make the Hispanic community more aware of the many Navy career opportunities available to young people today.

Valdez's six-day visit brought a new awareness of the Navy to Houston's Hispanic community and a feeling of special pride in that a Navy ship bears the name of a heroic Mexican-American.

"The naming of a ship after a Mexican-American is hard to explain," said Dr. Stella Parada, principal of Sherman Elementary School. "To many Hispanics here, they had to see

the ship to realize it was true. The older folks, especially, almost couldn't believe that an American warship would be named in honor of a Mexican-American."

The crew of the *Valdez* didn't waste any time getting into the spirit of the Cinco de Mayo celebration. No sooner was the after brow secured than they were showing off their ship to the pier-side welcoming committee. Later, they played host to Houston visitors who toured the ship, took part in judging the ship's first "Miss Valdez" beauty contest, hung a bird-shaped pinata from the ship's gunmount for the children to break, and opened their hearts to the people of Houston and Mr. and Mrs. Carlos Valdez, the parents of Petty Officer Valdez.

The high point of the festival was on

Sunday, May 4, when more than 7,500 people toured the ship and participated in the pier-side fiesta; lines of waiting people snaked through the area. A tempting variety of Mexican food was available. Colorful dance groups, dressed in traditional attire, performed folk dances, and mariachi bands entertained sailors and local residents.

The finale of the day was the crowning of "Miss Valdez." As the winner, Anna Rosa Torres, was announced, the crew and crowd alike shouted and applauded approval. Mrs. Valdez placed the crown on "Queen Valdez."

"Most of the visitors were thrilled to see tangible evidence of the Navy's

Below: Valdez's crew welcomes Houston residents during shipboard tours. Opposite page: Colorfully costumed dancers entertain the ship's visitors and crew during the pier-side fiesta.







high regard for a Mexican-American," said Commander Harry J. F. Korrel Jr., skipper of *Valdez*. "The Valdez family has a tremendous emotional stake in this ship and they take very personally the fact that it's a well taken care of ship and highly capable of doing its job."

"We feel that having the ship come to Houston was one of the best things the Navy could have done," said Mrs. Valdez. "In Houston, there are a lot of Hispanic people and some of our friends came also to see the ship. I think it's a wonderful ship."

The crew members think so, too, and visitors were treated to full explanations of how the ship operates and what life aboard *Valdez* is like.

"It's a sense of pride," said CDR Korrel. "Just take one look—the way *Valdez* looks shows what the crew thinks of this ship. These sailors are intensely proud of what they do."

Initiated this year by the Navy Recruiting Command, the Hispanic Demonstration Project is an attempt to explain the role of the Navy to the Hispanic community and increase enlistments of Hispanics. Before the program began, Hispanic representation in the Navy was less than three percent.

Houston was selected as the project site because of its large Hispanic community and the fact that the Navy was not involved in any other recruiting



Local educators talk with Valdez crewmen (left) during the cruise up river while CDR Harry J. F. Korrell (below) chats with Rev. James L. Navarro, the editor of Houston's largest Hispanic newspaper. Opposite page: A mariachi band serenades the festival crowd and one of Valdez's officers samples the local cuisine.



study in Houston. Two similar projects have since been developed in San Antonio and New York.

"We're looking at increasing the number of Hispanics in the Navy and being more involved in the Hispanic community," said Commander Sandra L. Francis, the district's commanding officer. "It seemed that we had not made any inroads into the Hispanic community and the Navy was not seen as a viable career choice."

"Now we're working to overcome that. We're making recruiters more aware of Hispanic culture and we're manning the stations with significant numbers of Hispanic recruiters who are fluent in Spanish."

The Hispanic Demonstration Project isn't singling out the Hispanic community to the exclusion of other ethnic communities, but only including it and

recognizing its valuable contributions along with those of other ethnic groups.

"What we're doing here is nothing more than what we are doing anywhere else," said Lieutenant Commander Tom Hayes, the district's executive officer. "It's not that the Hispanic community has been overlooked, but rather that it's just never been specifically recruited."

When Secretary of the Navy Edward Hidalgo discussed the project in Houston, he told recruiters, school officials and community leaders, "The Navy and Marine Corps need good men and women and are genuinely interested in the Hispanic community. That rapidly growing community is seen as a virtually untapped pool of prospective recruits with attributes of particular value to the naval service."

Valdez, coming to Houston for the Cinco de Mayo celebration, did its part in letting the community know about the Navy. As the frigate steamed up the narrow river channel the morning of its arrival, 40 Hispanic educators and media representatives were on board for the six-hour run. They were there as leaders of the Hispanic community to get a first hand look at Navy life.

Homer Olvera, Wheatly High School auto shop instructor, toured the engine room and praised the young men there. "Those young men have to endure heat and long hours—it must be the hardest work on board," he said. "The men I talked to were dedicated. They seem to know everything about their jobs and do them the way they're supposed to be done."

This wasn't Olvera's first contact with the Navy. He and some of the

other guests had participated in a Navy orientation visit to San Diego in February. There, Houston educators, community leaders, and media representatives were shown what Navy training and other benefits are available to young people.

"I didn't know anything about the Navy before the San Diego trip," said Olvera. "But now I'm in a position to talk to young men and women about Navy benefits and training—training that young people can get free of charge while they're being paid to learn."

Dr. Parada expressed her feelings after learning more about the Navy. "One thing I would tell an individual is, 'If you want security, here's one place where you won't lose your job, where, in 20 years, you can prepare yourself for retirement and security all your life.' I would talk about long-range preparations; many of our young people feel they're not fully prepared for life."

Although the short-term effects of *Valdez's* visit to Houston and its Hispanic community were evident in the outpouring of friendship and affection between the ship's crew and the community residents, long-term effects are still an unknown quantity.

"We're not looking for any immediate recruits as a result of the ship's visit," said one Houston recruiter.



"What we're trying to do is make the city aware of what the Navy has to offer."

"It's hard to measure awareness," said CDR Francis. "It's an intangible quality. Perhaps more people will come in. But what we're doing is creating overall awareness that should last for some time."

Time will tell just how the effects of *Valdez's* visit will be measured. The Hispanic recruiting effort is characterized by two Hispanic recruiters manning the local Denver Harbor Station: **Chief Aviation Electrician's Mate Dan Gonzales and Torpedoman First Class Dan Abeyta** who find their assignment an interesting adventure.

"There are a lot of young Hispanic men and women out there seeking employment and guidance," said Chief Gonzales. "As recruiters, we can help to guide them. We don't intend to pressure people to enlist, but we can tell them what is available and let them make up their own minds."

"This pays off because people who go into the field of their choice are happier. Then when they come out, they'll tell their buddies. Word of mouth advertising is the best," Gonzales added.

Both Gonzales and Abeyta find that their own Hispanic and Navy backgrounds are their best recruiting tools.

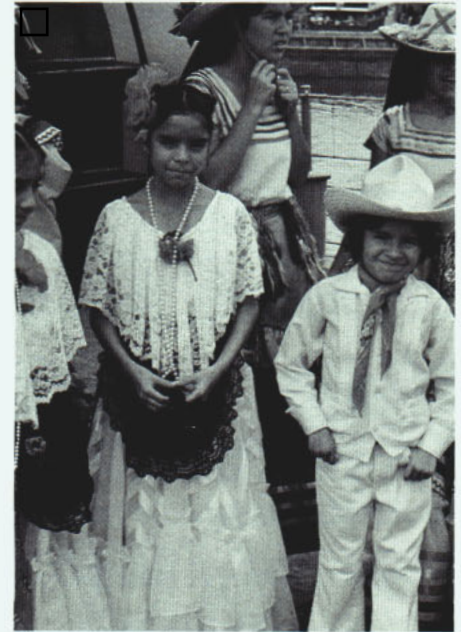
"We know where these young people are coming from," said Abeyta. "Instead of trying to tell them what they are going to do, we tell them what we have done, seen, and accomplished."

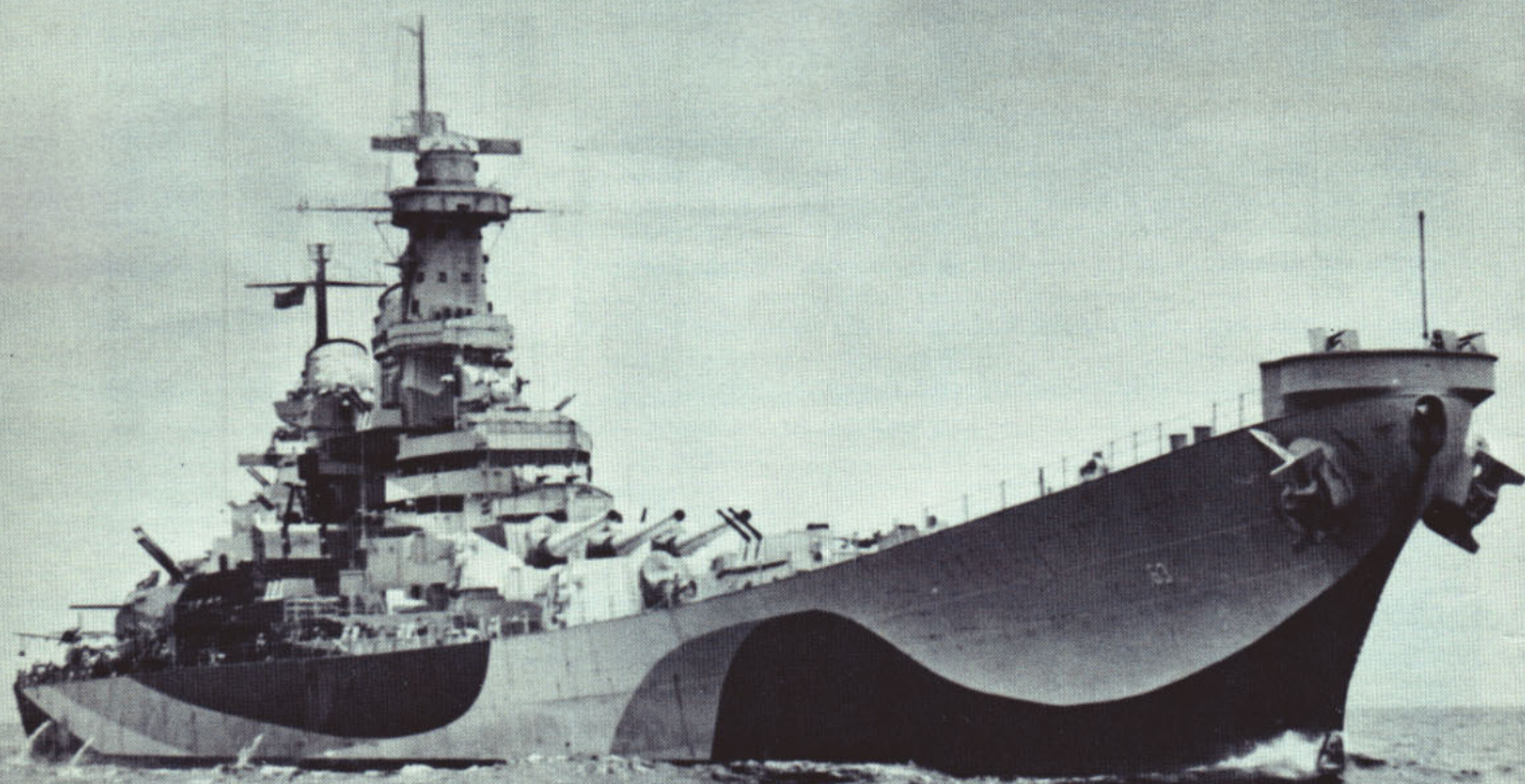
According to LCDR Hayes, the important thing about the Hispanic Demonstration Project is that it has made the Navy more aware of the needs of the Hispanic community.

"We expect this to be a continuing project," he said. "Only when we have a Hispanic population in the Navy proportional to the Hispanic population in the country will we consider it successful. When that happens, we'll have a truly representative Navy."

—Story and photos by JO1 James R. Giusti

Clockwise, from lower left: Valdez crewmen show their approval as Miss Valdez is crowned; a local children's dance group in traditional attire; Valdez's sea and anchor detail takes in lines as the ship prepares to leave Houston; a Hispanic Navy recruiter explains the benefits of a Navy career to a teenager.





USS Missouri

“On to Tokyo”



Her guns are silent now. The watch no longer paces her decks. USS Missouri (BB 63), perhaps World War II's most famous battleship, rests in Bremerton, at the Puget Sound Naval Shipyard—a mute reminder of an era when the United States knew no equal on the sea.

“Mighty Mo” is now a museum, open to visitors who come to walk her decks and gaze at the spot where General Douglas MacArthur and Fleet Admiral Chester Nimitz accepted Japan's formal surrender on September 2, 1945, in Tokyo Bay.

—PHI John Greenwood

* * *

It was 35 years ago. The year 1945 began in uncertainty as did the one before, and the one before that. The most horrible war the world had ever known showed no signs of ending.

In France, at the Battle of the Bulge in December 1944—what Winston Churchill later called “the greatest American battle of the war”—the march toward the Rhineland had run into a brick wall. Fighting bitter cold, blinding snow, infiltrators and one German division after another, American soldiers

USS Missouri (BB 63) (far left) under way, October 1944. (Left) General of the Army Douglas MacArthur and Fleet Admiral Chester Nimitz stride Missouri's deck before the ceremony when Japan unconditionally surrendered.

USS Missouri

paid a heavy toll in blood for every mile.

By the end of January 1945, Hitler finally ordered a massive withdrawal, after inflicting nearly 77,000 American casualties; enemy losses approached 120,000.

At the beginning of the year, the war on the other side of the world in the Pacific showed clear signs of victory for the Allies. Yet, stubborn Japanese resistance defied anyone's predictions of when that victory would come.

In February and March, as reports told of heavy losses on Iwo Jima—more than 20,000 American casualties, with some 4,500 killed in action, and almost 21,000 Japanese counted dead—General Douglas MacArthur was in the heart of Manila liberating the Philippines.

"We are well on our way," he told the

American public via a press release. His motto became "On to Tokyo."

On April 12, news of the death of President Franklin D. Roosevelt spread to every corner of the globe, bringing a flood of grief that even the news of final victory in Europe which followed in May could not entirely erase.

Meanwhile, the fierce and costly American invasion of Okinawa, which had begun April 1, raged on until well into June. On the Japanese home islands, long-range American B-29s continued to pulverize Japanese cities and factories.

In a military sense, Japan was a defeated nation by the summer of 1945 but her military leaders would not admit defeat. With four million of her soldiers in Asia and on Pacific islands and another two and a half million regular soldiers still garrisoned on the home is-



lands, it was conceivable that Japan's intention to hold out for some miracle might prolong the war yet another year or more, at a cost of countless more lives. Although the Imperial Navy was virtually in ruin, hundreds and possibly thousands of suicide planes, hidden under camouflage, stood ready to defend the homeland until the last man was killed and the last kamikaze was sacrificed.

On July 26, the Allies issued the Potsdam Declaration, demanding Japan's unconditional surrender. Tokyo failed to comply. President Harry Truman felt no alternative but to employ a new secret weapon and, on August 6 and 9, U.S. planes dropped history's first atomic bombs on Hiroshima and Nagasaki.

Rear Admiral Samuel Eliot Morison,

the naval historian, later wrote of Truman's decision to use the atomic bomb: "Certainly the war would have gone on, and God knows for how long, if the bombs had not been dropped. It has been argued that the maritime blockade would have strangled the Japanese economy, and that the B-29s and naval bombardment would have destroyed her principal cities and forced a surrender without benefit of atomic fission. . . . If their Emperor had told them to fight to the last man, they would have fought to the last man, suffering far, far greater losses and injuries than those inflicted by the atomic bombs."

On August 14, President Truman broadcast a radio message to the American people, telling them that the war against Japan was finally over.

Five days later, Japanese envoys ar-

rived in Manila to receive General MacArthur's instructions concerning the formal surrender of the home islands. MacArthur's instructions to them were specific and impersonal. All Japanese forces were to be disarmed and demobilized as swiftly as possible. Troops would withdraw first from the Atsugi area to ensure the safe landing of an American airborne division. Japanese forces in Yokohama and Tokyo would withdraw next, and then hotel accommodations, billets and transportation prepared for the arrival of MacArthur

The surrender ceremony—FADM Nimitz (lower left) and GEN MacArthur (upper left) sign on behalf of the United States and Mamoru Shigemitsu (below) signs on behalf of the Emperor of Japan.



USS Missouri

and his staff. Other instructions called for the Japanese to assist the Allies in locating and disarming mines which had been laid in the harbors and coastal waterways.

Although Emperor Hirohito was prepared to follow every directive, some members of the Japanese military had other ideas. Not all Japanese pilots would admit defeat, and some of them continued to shadow the American Fleet, which now approached the Japanese homeland.

When asked by his commanders what to do about the snoopers, now that they were no longer enemies, Admiral William F. "Bull" Halsey, aboard his flagship *Missouri*, issued his celebrated order to shoot them down "not vindictively, but in a friendly sort of fashion." In the last days of August, the fleet shot down 38 of the misguided pilots.



Preparations for the formal signing of the surrender of Japan—to take place aboard *Missouri* in Tokyo Bay—were choreographed as carefully as a ballet. General MacArthur knew that the world would be watching and would long remember the events of that day on board *Missouri*.

On the day before the real ceremony, a final dress rehearsal was held. One unofficial account of that rehearsal recalls, with some humor, the commotion that preceded the historic surrender ceremony. The story goes that, at a signal, a party of sailors was brought over by launch from a nearby destroyer and told to board *Missouri*. One nervous, young seaman did not know that he was standing in for General MacArthur. As the youngster reached the quarterdeck, Admiral Halsey and *Missouri*'s Captain

S.S. Murray stepped forward to greet him. Guns boomed, a bugle blared forth ruffles and flourishes, a double row of sideboys snapped to salute, a 90-man Marine guard of honor presented arms and the band struck up the National Anthem. It's been said that the young sailor took one look, clutched his head in terror and screamed.

The next morning—exactly three years, eight months and 25 days after the Japanese attack on Pearl Harbor—American victory was about to be officially recognized. On *Missouri*'s quarterdeck that Sunday morning of September 2, stood representatives of each nation that had been at war with Japan: the United States (for which FADM Chester Nimitz signed), Great Britain, China, Australia, Canada, France, The Netherlands, New Zea-

land and Russia (which had declared war on Japan in the final weeks of her defeat).

At anchor in Tokyo Bay loomed such a formidable naval power as none had seen before, or would likely see again. Allied warships stretched as far as the eye could see. Like other ships of the great Pacific armada, *Missouri*'s big 16-inch guns and anti-aircraft guns were trained skyward, fully manned. Rumors persisted that hard-core kamikaze pilots planned to crash into the ship in a last suicidal protest.

The Japanese delegation, headed by Foreign Minister Mamoru Shigemitsu and General Yoshijiro Umezu, chief of the army general staff, stood before their conquerors, their faces expressionless. The civilians wore formal morning attire with high silk hats; military personnel in uniform stood at attention.

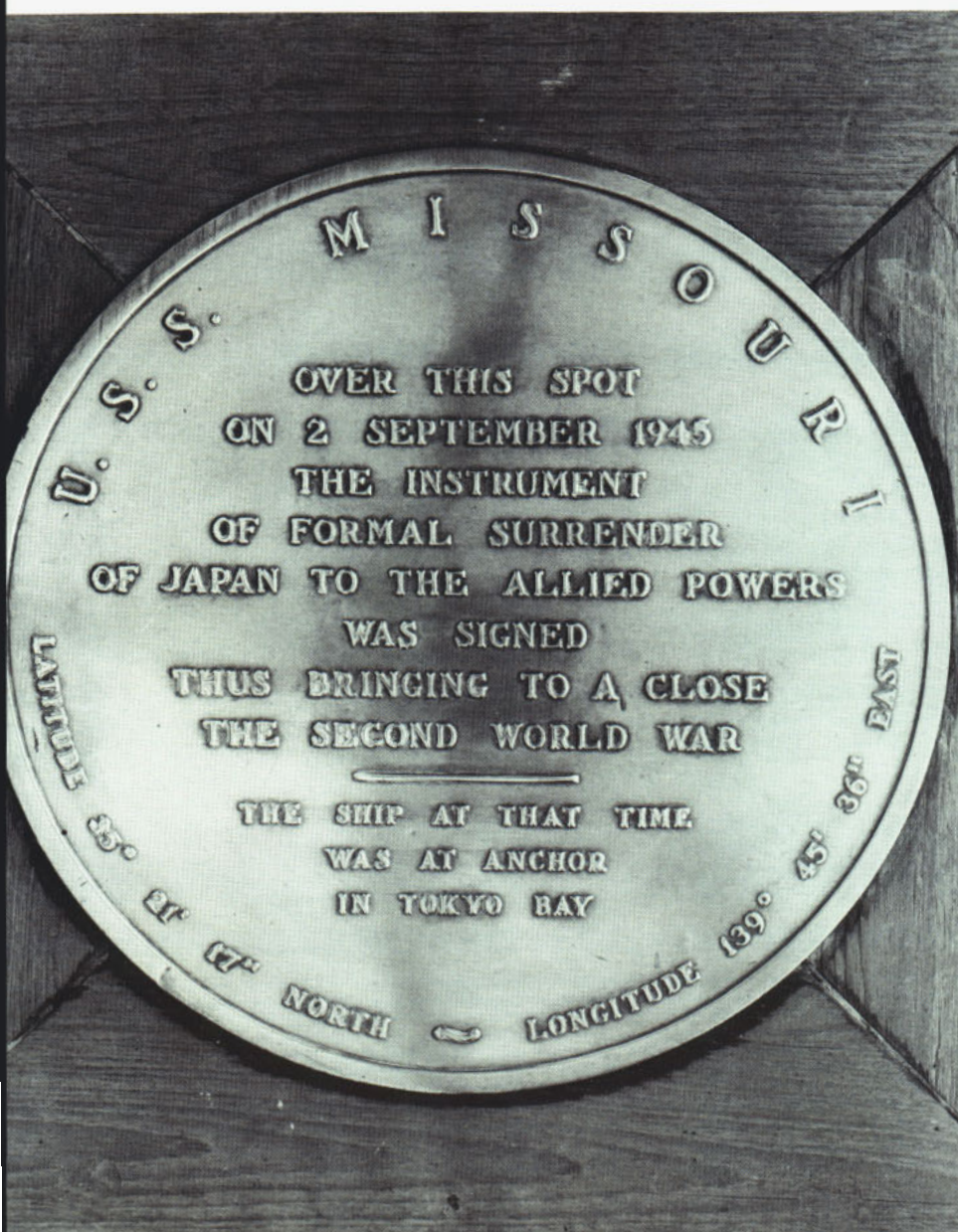
After the surrender documents were signed, MacArthur spoke of the future of Japan in a solemn voice and manner that prompted one Japanese official to recall later that MacArthur's sentiments transformed the *Missouri*'s quarterdeck "into an altar of peace."

In the years that followed, the Japanese people discovered that MacArthur's respect for them and his resolve to restore peace and prosperity to the Japanese homeland were as powerful and determined as was his earlier determination to liberate the Philippines.

As MacArthur had promised, the military occupation of Japan eventually turned that exhausted and defeated country into a strong and proud nation once more.

For nearly seven years, the American-sponsored reconstruction dealt with sweeping reforms of Japan's political, economic and social institutions. Then in April 1952, the San Francisco Peace Treaty restored full sovereignty to the Japanese people.

—Story by JO2 Steve Bellow



GEN MacArthur (lower left) speaks at the surrender. (Left) The plaque commemorating the surrender. (Upper left) *Missouri*, part of the inactive fleet, at anchor in Puget Sound.



Working Under Pressure

For centuries, divers have ventured beneath the oceans in search of sunken treasures or to uncover the secrets of the deep. Man's age-old desire to explore the ocean depths spawned years of research to find a safe way to work in and learn from the sea. For over a half-century, the Navy Experimental Diving Unit (NEDU) has been a pioneer in the development of diving technology.

Over the years, the unit has produced numerous aids for military and civilian divers throughout the world, including diving tables and standards for treatment of decompression sickness (the "bends") and gas embolism. Today, as a field activity of the Naval Sea Systems Command, and tenant activity of the Naval Coastal Systems Center in Panama City, Fla. (NEDU moved to Panama City from the Washington Navy Yard in 1975), the unit continues to provide the Navy with the best in air and mixed-gas breathing apparatus, underwater communications systems,

diver wearing apparel and other life-support systems.

"We're not a laboratory or a developmental command," said Commander Charles A. "Black Bart" Bartholomew, NEDU's commanding officer, "but we work closely with equipment designers — Navy and civilian — to test and evaluate every life-support diving system that goes to the fleet."

In recent years, NEDU has been conducting a series of deep dive experiments in its Ocean Simulation Facility (OSF) — the world's largest, most advanced, hyperbaric pressure chamber and diving support complex. Inside the OSF is a 55,000-gallon chamber called the "wet pot," and five dry chambers. Divers conduct most of the experiments in the "wet pot," performing vigorous workouts to test the breathing resistance or the scrubbing (carbon dioxide removal) ability of mixed-gas breathing apparatus, or the comfort and maneuverability of new designs in underwater wearing apparel.

Two of the five dry chambers provide the warm, habitable environment where "dive subjects" live when not performing excursions into the wet chamber. These dry chambers can accommodate four divers each for extended periods, and can be pressurized, like the wet

chamber, to simulate ocean depths to 2,250 feet. During a deep dive, the gas that divers breathe—even in the dry chambers—is a mixture of approximately two percent oxygen and 98 percent helium.

After entering the chambers, divers don't come out again until an experiment is over—sometimes 30 or 40 days later. Because they always remain under pressure, they're required to decompress only once—at the end. This advanced diving technique which allows divers to extend their time under pressure for long periods, with no increase in decompression time, is called saturation diving.

During formal studies in the OSF, watchstanders in the control room—with the aid of closed-circuit TV cameras and a computerized diver monitoring console—regulate the environment inside the chambers and maintain around-the-clock watch on divers' performance and well-being. NEDU's medical staff use special biomedical instrumentation to examine and record divers' physiological reactions, measuring such factors as physical stress, thermal balance, and effects of long-term confinement.

"Our deep diving activities provide what I call a firehouse capability," said

Deep Dive '79 dive team (l-r back row) BM1 Johnston, BT1 Siemiet, HMCB Burwell; (l-r front row) LT Piantadosi (MC), BM1 Ostertag, and HMCS Holmes—at the entrance to the Ocean Simulation Facility (OSF) after surfacing from their simulated 1,800 foot dive.

Life-Support Systems

Bartholomew. "In the Navy, routine diving jobs are at depths of 60 feet or less, usually for underwater ship's husbandry. The Navy doesn't have a requirement to dive to great depths on a regular basis, so operational deep dives are few and far between. But when there is a requirement, such as during a submarine rescue, or to retrieve an object of intense value, it's imperative that we have deep dive capabilities."

Electrician's Mate First Class Donald K. Patterson is one of NEDU's saturation divers. "Living in there day after day is something like living aboard ship at sea, with a lot less room. There's not much privacy," he said, "but the food is good. We can order almost anything we want—steak and lobster, baked Alaska, anything—and they really fix it up fancy for us."

When not participating in a deep dive, Patterson works in his rating in the unit's electrical/electronic shop. Like the other volunteer dive subjects, Patterson is an experienced fleet diver and highly-trained technician. As machinists, electricians or equipment operators, the divers maintain the unit's facilities when not engaged in experiments.

Senior projects officer Commander John D.M. Hamilton, who has participated as a dive subject himself, said that during a deep dive, divers may experience difficulty sustaining the work output which they are capable of producing on the surface. Part of NEDU's job is to ensure that diving apparatus do not add to the work of breathing.

Hamilton explained: "At sea level, everybody breathes about 21 percent oxygen and is under about 15 pounds of pressure. At 1,000 feet, a diver is under almost 500 pounds of pressure, and the oxygen level in his helium/oxygen breathing mixture is reduced to about one percent by volume to prevent oxygen toxicity. But at that depth, the helium becomes so dense that a diver expends much of his energy in breathing effort alone."

Chief Machinist's Mate and saturation diver G. David Sullivan said, "At deep depths, the pressure is so great that breathing is very hard. A person

could get out of breath just eating. All you want to do is get the job done and get out."

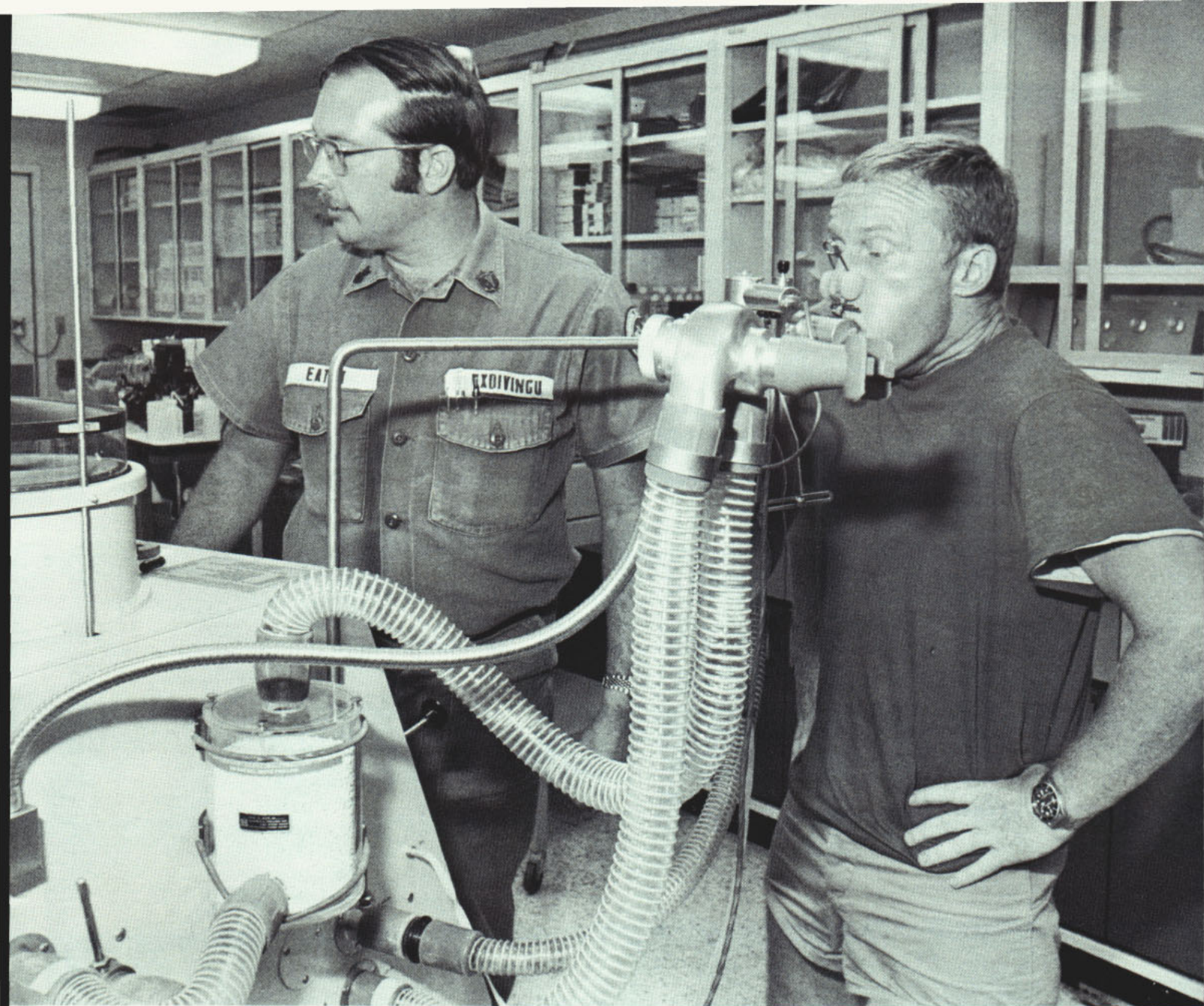
While some of the divers say they look forward to the times they spend in the chambers, Sullivan said that working in a confined space and simulated ocean environment takes getting used to. But

he said it's safer than working in the open sea.

Chief Boatswain's Mate Michael R. Hobbs agreed: "I've made three deep dives here in the chamber—one to 1,500 feet for 37 days. It's super-safe, the Cadillac of chambers."

"Anything we touch—buttons, knobs,





switches—can't do harm to the divers. Every action we take can only benefit the divers inside," said Chief Boatswain's Mate Daniel B. McNeil, a dive watch supervisor in the control room. "An alarm sounds if there's any danger—way before a problem becomes real. It was set up that way on purpose," said McNeil.

A network of dials, viewing screens and control levers allows watchstanders to quickly correct any problem, such as rapid decompression in the chamber, a defective valve or a change in oxygen content. "Since our first deep dive ex-

periment in 1976, we've had no major problems," McNeil said. "Our safety record is unblemished."

After a day's work, there's not much for dive subjects to do except eat, sleep, read or watch movies or TV. As one diver said it "the only recreation you get is food and movies."

The movies are full length films—James Bond adventures, "Star Wars," "Jaws," or other recent releases. They are projected through a port from outside the chambers.

Lighting, too, comes from outside the pressurized complex. The environment inside forbids use of any electrical devices or other materials which may pose a fire or shock hazard. Food trays and anything else that's no longer

needed in the chambers are passed through the service locks.

Because of speech distortion caused by the physical properties of helium at great depths, normal conversation is impossible without use of a helium speech unscrambler. To speak to one another while in the dry chambers, divers will put on their headsets. But to give visiting family members an idea of their speech problems, and to demonstrate the weird effects of helium on the vocal cords, the divers will bypass the speech unscrambler.

Senior Chief Electrician's Mate Jon B. Nelson explained how his two children reacted to his confinement when they visited. "All they knew was that I was in there and couldn't come out," he

Pre-dive pulmonary studies with CDR Hamilton and MM1 Eaton (above) and an instrumented diver (left) help NEDU determine the physical effects of diving.

Life-Support Systems

said. "But they could see me on the closed-circuit TV, and we could talk to one another. They thought it was pretty neat I could talk like Donald Duck."

NEDU's divers say that participating in a saturation dive is a unique and valuable experience. They admit, however, that it also can be lonely, tiring and quite demanding. After five or six weeks they're ready and eager to come out.

When six divers emerged from the OSF this past Dec. 13, after an exhausting 37-day mission, a new world's record was added to NEDU's long list of accomplishments in saturation diving. The historic dive, designated "Deep Dive '79," took the divers to the equivalent depth of 1,800 feet—the deepest depth ever reached by the U.S. Navy divers, and the deepest depth ever achieved in a high-pressure chamber or in the open sea during which divers entered the

water and performed meaningful work.

The divers entered the OSF on Nov. 6, compressed to "the bottom" by Nov. 17, then spent five days working at depth before their 20-day decompression back to "the surface."

"Following the procedures required in saturation diving, if the time at 1,800 feet had been greater or less," said CDR Bartholomew, "20 days would still have been required to safely decompress the divers back to normal, sea-level environment."

As a result of Deep Dive '79, NEDU collected large amounts of invaluable data pertaining to diver work tolerance, the effects of respiratory heat loss, and the phenomenon of weight loss at great depth.

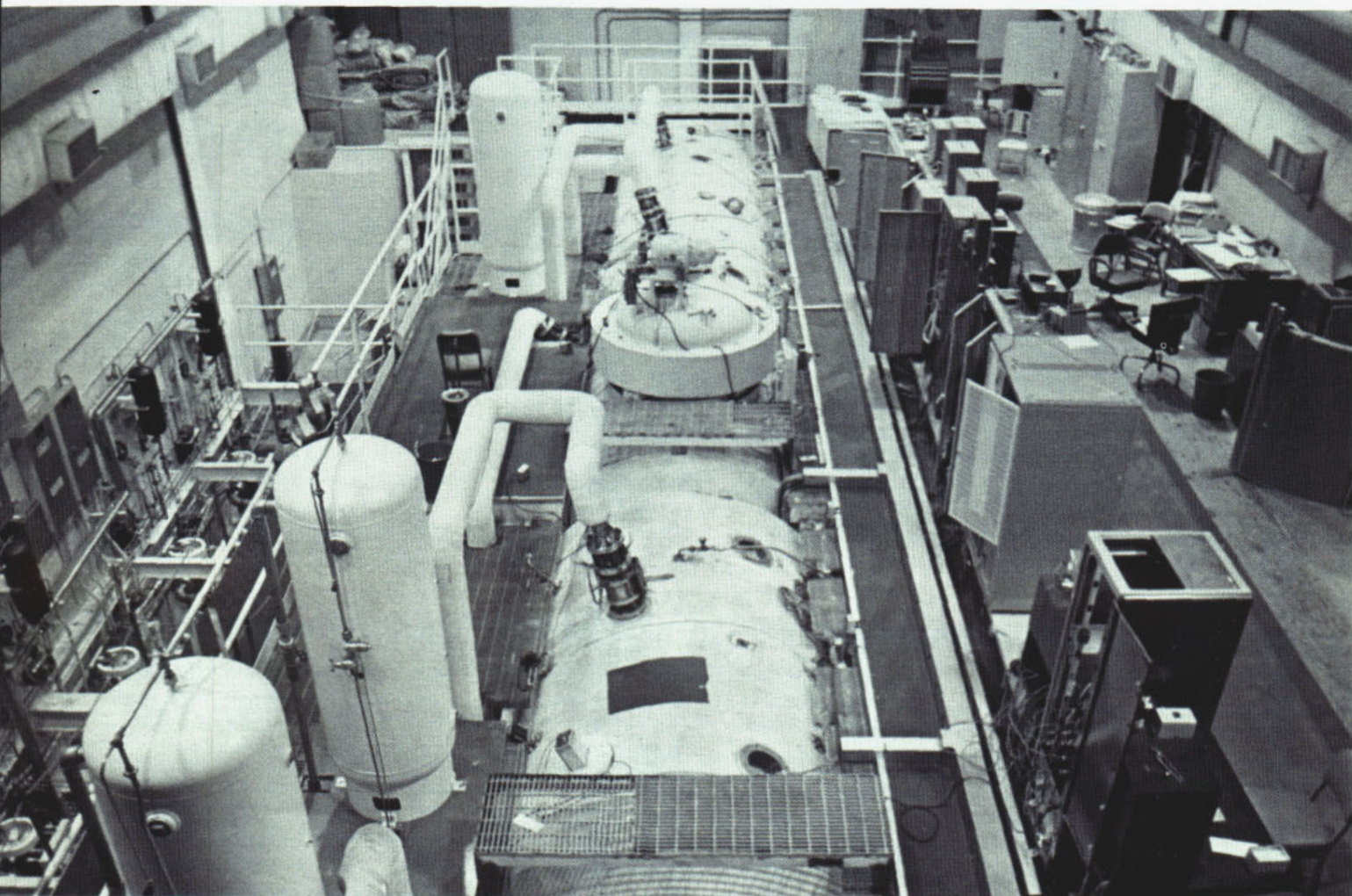
"We were able to somewhat diminish the effects of High Pressure Nervous Syndrome on this dive," said Bartholomew. "This affliction, though not

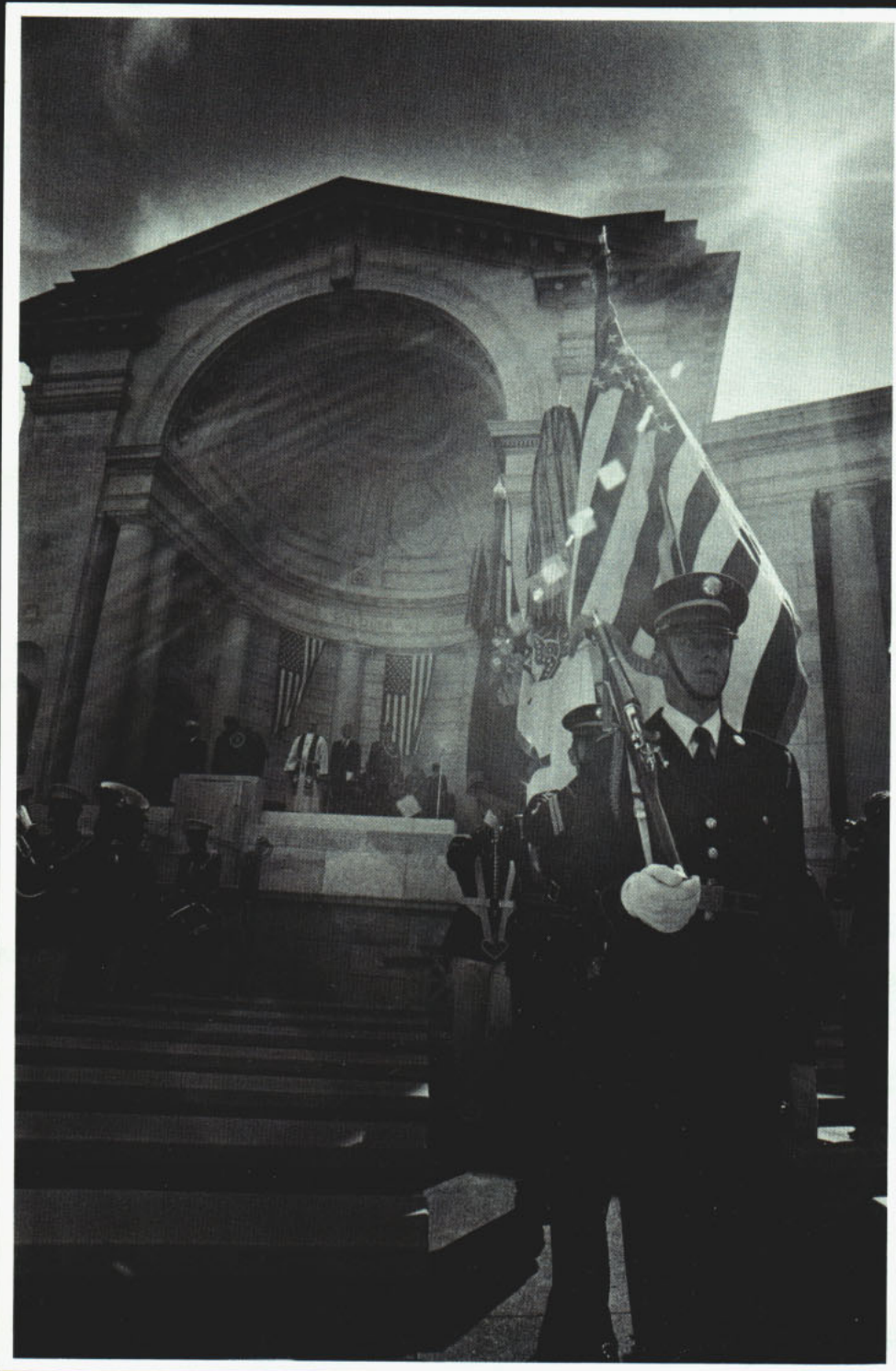
yet completely understood, is one that all deep saturation divers face . . . dizziness, constant nausea, involuntary muscle twitching, and extreme fatigue when doing even light work."

And with each dive, the unit's divers, engineers, technicians, medical staff and support personnel will learn more about helping man to survive in the dark, cold regions beneath the sea. They are pioneers who continue to provide divers in the fleet with the life-support systems to go deeper, stay longer, and to do an honest day's work with the utmost comfort, flexibility and safety.

— Story by JO2 Steve Bellow

The Ocean Simulation Facility dry chambers at Panama City, Fla.





A Tribute ...

... to Eight

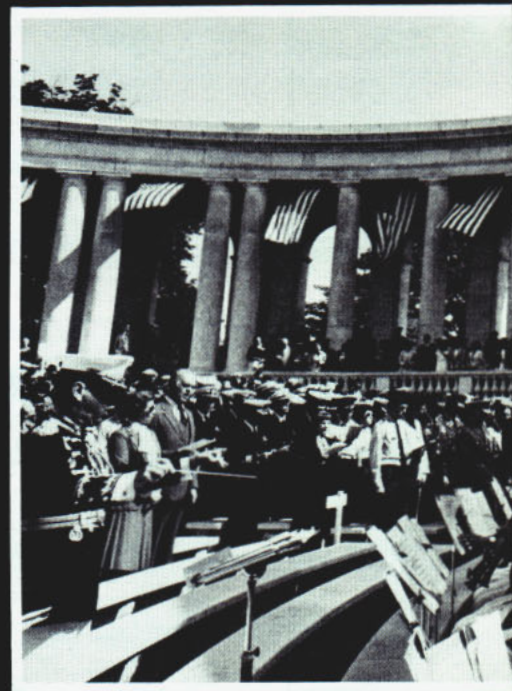
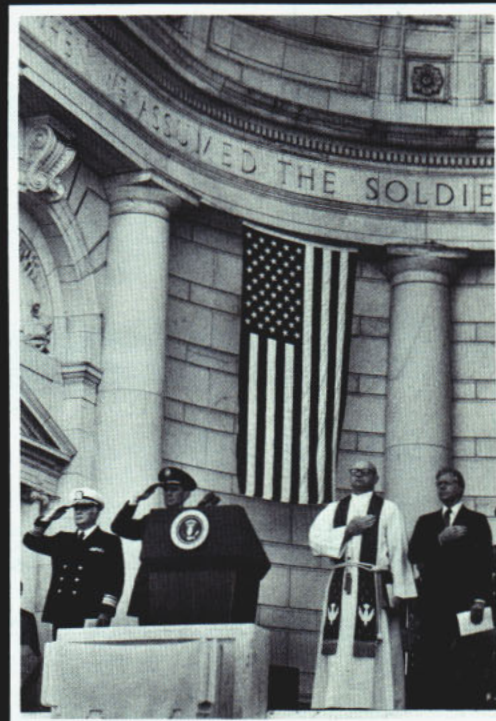
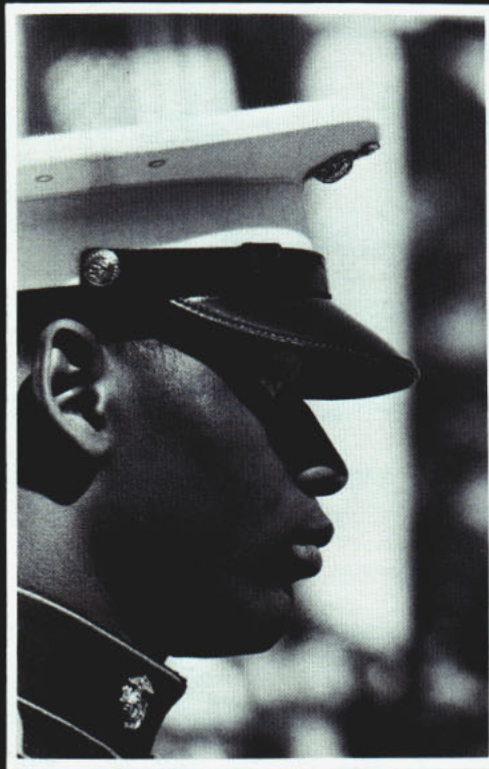
We have a great need of men and women ready to make the sacrifices that freedom and security require. The eight who gave their lives while attempting to free their fellow Americans from an illegal and intolerable captivity were such individuals. They knew the price that freedom can demand and they were prepared to pay it. They laid down their lives for their countrymen, for their nation's honor, and for the principles of justice and civilization. We mourn their loss; we admire their courage; we respect their dedications; and, we reaffirm the principles for which they died.

—President Jimmy Carter

from "Tribute to Eight American Servicemen," a proclamation by the President of the United States of America, May 6, 1980

IN MEMORIAM

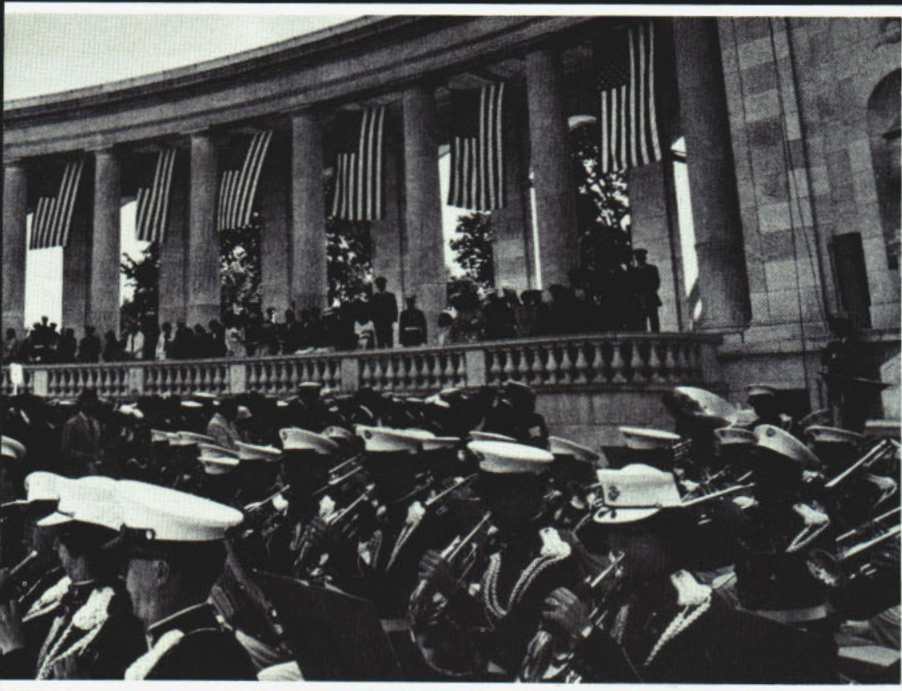
CAPT Richard L. Bakke, USAF
CAPT Harold L. Lewis Jr., USAF
CAPT Lyn D. McIntosh, USAF
CAPT Charles T. McMillan, II, USAF
TSGT Joel C. Mayo, USAF
SSGT Dewey L. Johnson, USMC
SGT John D. Harvey, USMC
COL George N. Holmes Jr. USMC





"O shining worlds
in splendor through the skies,
Our grateful sons
before thy throne arise."

from hymn "God of Our Fathers"



Photos by
PH1 Jim Preston

for the Navy Buff

Here, once again, for avid readers of footnotes and other obscure pieces of information, is another installment of For the Navy Buff. Armed with these tidbits of information, you can surely improve your one-upmanship with a fellow collector of little known facts.

Q: *Has any U.S. Navy ship been named after a living American?*

A: Just recently, the carrier *Carl Vinson* (CVN 70) was named after retired Georgia Congressman Carl Vinson. The



96-year-old statesman was present at the launching ceremony at Newport News, Va., on March 15 of this year (see *All Hands*, May 1980). Before the 1820s several Navy ships were named after living Americans, such as Washington and Adams.

Q: *Isn't the Medal of Honor actually called the Congressional Medal of Honor and don't all recipients rate a salute regardless of rank?*

A: The answer is no to both—"Congressional" was used for many years because the president awarded it in the name of Congress. However, the shorter version became official



on March 11, 1944. Contrary to popular belief, you do not have to salute a MOH recipient for the medal's sake alone. This belief, as near as it can be traced, arose from the custom of presenting the award at a pass in review ceremony in the Army. The recipient would stand with the reviewing officers and return, with them, the salutes of the enlisted men passing in review.

Q: *Do Medal of Honor winners receive any special consideration?*

A: Recipients of the Medal of Honor receive a special tax-free pension; upon transfer to the Fleet Reserve, an enlisted

recipient receives an additional 10 percent retainer *if* he was credited with extraordinary heroism in connection with the MOH; children of recipients may be appointed to service academies; recipients are authorized space available air travel in military aircraft anywhere within the continental United States (provided it's not for personal gain); and enlisted people receive credit for advancement in rating.

Q: *I've heard that the Marine Hymn is an original piece of music. Is that true?*

A: We thought so, too. But William Manchester, in a recent Marine Corps Gazette article, states the "melody (was) lifted from an obscure Offenbach operetta." And—speaking of music—the Star Spangled Banner is set to the tune of an old English drinking song, "To Anacreon in Heaven." No wonder it wasn't adopted as the national anthem until 1931.

Q: *Where does the word posh come from?*

A: Posh, nowadays, means luxurious and fashionable, but it once had another meaning. Back in the days when the British traveled by steamship to Australia and India, the well-to-do had their tickets stamped POSH. That meant, for a fee, that they were traveling "port out, starboard home" to avoid the sun's hot rays continually streaming into their cabins. Anyone who had a ticket so stamped was going first-class; such travel was also quite fashionable.

Q: *How many Liberty ships were built during World War II?*

A: Called the "Ugly Duckling," 2,610 Liberty ships were built during World War II. The Henry J. Kaiser shipyards, which built most of the Liberty ships, set a record for production when it built one in five days from keel-laying to launch.

Q: *This sounds preposterous, but wasn't there a Navy ship during World War II which had her name misspelled on her hull?*

A: Perhaps. The name painted on USS *Hamul's* (AD 20) bow was spelled just as the letter of authorization stated, but her crew and others who should know swear the name was a misspelling. *Hamul* was the former merchantman *Doctor Lykes* which was called into active naval service at the beginning of World War II. She was first commissioned as an AK. Since Navy cargo ships are customarily named after astronomical bodies or counties in the United States, it is a fair assumption that she was to be named in honor of "Hamal"—the star.

Though no Navy records now exist that could prove the intended name was other than the actual name she carried, it is likely that *Hamul* was a typographical error. Nonetheless, the ship kept the name even after being converted to a destroyer tender. *Hamul* was finally struck from the Naval Vessel Register on July 1, 1963.



For the Navy Buff

Q: *What's the tradition behind placing coins under a mast when stepping it?*

A: Like many ancient practices, the exact origin of this one is unknown. However, it has been speculated that it relates to the tradition—in Greek mythology—of placing a coin in the mouth of a dead person so that he could pay the boatman Charon's fee to ferry him across the river Styx to the realm of the dead. It is believed that ancient sailors—fearing the perils of the sea—placed a coin under the mast to ensure that they could pay for their passage if they perished in the waves.

Q: *Hasn't the U.S. Naval Academy always had a rear admiral as superintendent?*

A: Hardly. For one thing, the rank of admiral didn't come into being in the U.S. Navy until the Civil War and the academy, of course, was founded in 1845. To be exact, in the academy's 134-year history, the position of superintendent has been held by six commanders, two commodores, 12 captains, 23 rear admirals and six vice admirals.

Q: *Don't they shoot old Charley Noble anymore?*

A: It's been many decades since sailors used to shoot old Charley. Charley Noble, as you know, was the galley's smokestack and was—we've been told—named after an old

merchant captain who wanted the stack to get a daily polishing since it was made of copper. As for shooting the stack, back in the days when coal was used as a fuel source for cooking, the galley stack would build up soot and one way to clear the stack was to fire a gun into it—presumably from the bottom up.

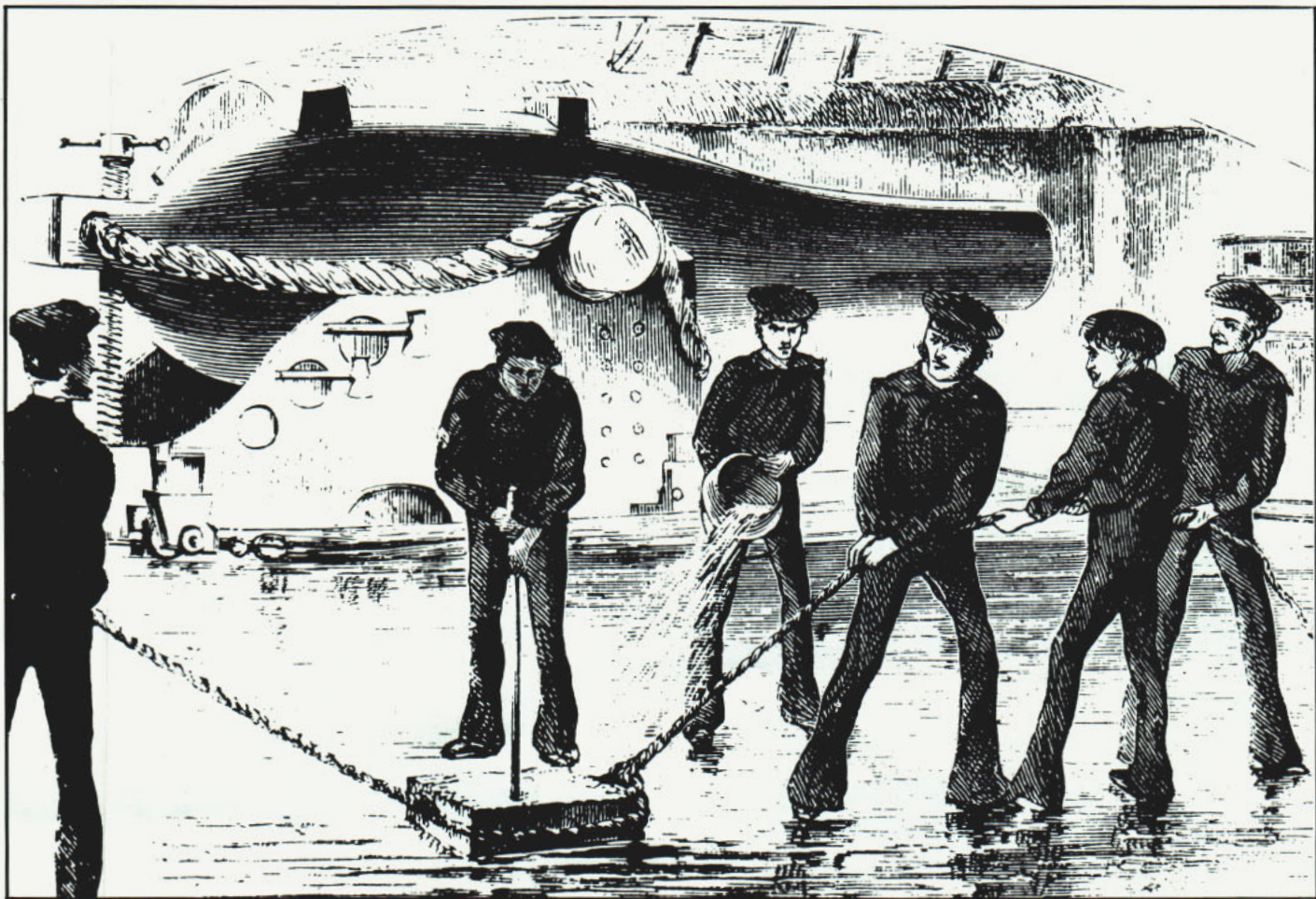
Q: *I once heard that, during the Civil War, a general actually asked the enemy to fire upon him—is that right?*

A: The honor goes to the Confederate general who was commanding fortified Island Number 10, on the Mississippi River, 10 miles above New Madrid, Mo. The island was standing in the way of Union General Alexander Pope and his counterpart, Commodore Andrew Foote—as Foote's gunboats were fighting their way through Confederate territory.

Pope's soldiers built a canal to bypass Island Number 10 and the commodore's boats bombarded the enemy so that Union craft could get through the canal.

In the midst of a barrage, a Confederate signalman mounted the breastwork of his battery and started sending a message to a distant battery. Trouble was, he used a white flag and the Union craft—figuring the Confederates were surrendering—ceased firing.

An officer from the Union flagship attempted to land on



Island Number 10 to accept the surrender. He was met at the water's edge by a Confederate general who had galloped all the way around the island to tell the Union officer to go back to Foote and resume shooting. So much for white flags.



Q: What is holystoning?

A: A time-honored way to clean wooden decks. Holystoning of wooden decks dates to the earliest days of ships. The holystone is made of pumice and slid across a wet deck in a coordinated back and forth motion to scrape the gray-ing, dusty surface layer of wood and restore the whiteness to the deck. Decks were holystoned weekly and, in the old days, sailors sang sea chanties while doing the monotonous chore.

Q: What's the origin of the old story about a retiring sailor putting an oar on his shoulder and walking inland until someone asks him what is he carrying on his shoulder?

A: Believe it or not, it comes from Homer's "Odyssey"—Book XI to be exact:

"... thereafter go thy way, taking with thee a shapen oar, till thou shalt come to such men as know not the sea, neither

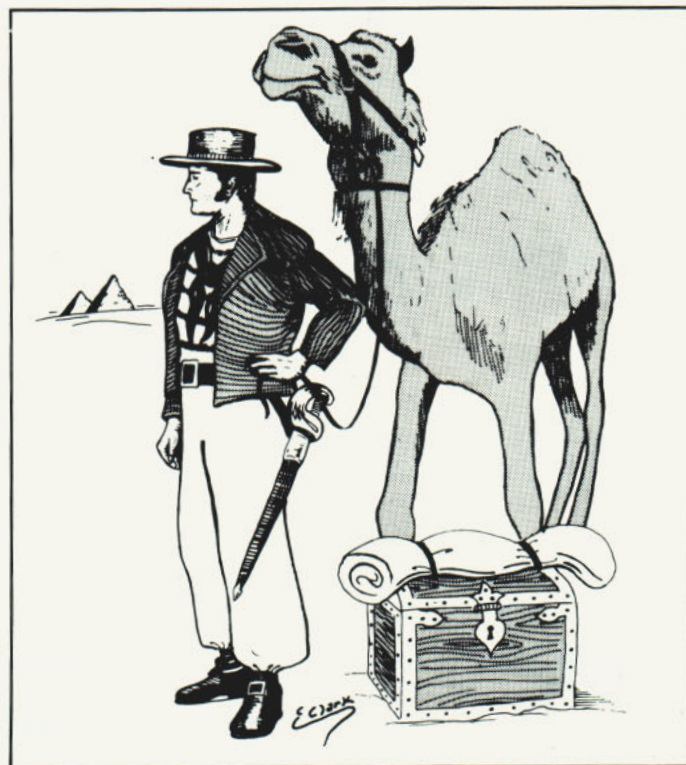
eat meat covered with salt; yea, nor have they knowledge of ships of purple cheek, nor shapen oars which serve for wings to ships. And I will give thee a most manifest token, which cannot escape thee. In a day when another wayfarer shall meet thee and say that thou hast a winnowing fan on thy stout shoulder, even then make fast thy shapen oar in the earth and do goodly sacrifice to the lord Poseidon, even with a ram and a bull and a boar, the mate of swine, and depart for home and offer holy hecatombs to the deathless gods that keep the wide heaven, to each in order due. And from the sea shall thine own death come, the gentlest death that may be, which shall end thee foredone with smooth old age, and the folk shall dwell happily around thee. This that I say is sooth."

Q: Has the U.S. Navy ever made use of camels?

A: The Navy actually used camels—sometimes called the ships of the desert—during the war with Tripoli in 1805. The land-going force, made up of sailors and Marines, with Arabs leading the camels, was led by an ex-Army captain. They crossed 600 miles of Libyan desert in the month of March, bound for the Tripolitan seaport of Derne.

They reached their objective the next month and, after receiving supplies from offshore ships and resting from their journey, they attacked the enemy. Covered by supporting gunfire from the American brigs *Argus*, *Hornet* and *Nautilus*, this determined task force succeeded in capturing the town and its fort and raising the Stars and Stripes.

The fall of Derne helped hasten the end of the war. Assailed from land and sea, the Pasha of Tripoli signed a peace treaty on June 10, 1805.



Mail Buoy

Team Effort

SIR: Concerning your February 1980 article on the tennis champs from Brawdy, Wales, Mark Heuser and Jim Jobi were not the only ones from Brawdy playing in the tennis tournament. OT2 William Griffin also played in the tournament and scored points which helped win the "overall" tournament plaque. I think you should have at least mentioned the part he played.

—Mrs. William Griffin

◆ *Had we known of OT2 Griffin's part in the tournament, we would have included his name in the article. Unfortunately, perhaps, when material is submitted on sports, the writer sometimes deals only with the winners and does not include all those involved on a team or in a tournament.* —ED.

Reunions

◆ **USS LST 607**—Reunion Aug. 1-3, 1980, in St. Louis, Mo. Contact R.F. Martin, 405 Lindy Boulevard, Manchester, Mo. 63011.

◆ **USS Topeka (CL 67)**—Reunion Aug. 8-10, 1980, in Denver, Colo. Contact James W. Wilson, 1022 W. Abbott St., Muncie, Ind. 47303.

◆ **Destroyer-Escort Sailors Association**—Reunion Aug. 13-16, 1980, in New Orleans, La. Contact DESA, P.O. Box 68, Oviedo, Fla. 32765.

◆ **USS PC 565**—Reunion Aug. 14-16, 1980, in Newport R.I. Contact Exum L. Pike, 8 King Rd., Middletown, R.I. 02840.

◆ **Tin Can Sailors**—Reunion Aug. 15-17, 1980, in Philadelphia, Pa. Contact Edward J. Ward, Tin Can Sailors, USS Joseph P. Kennedy Jr. (DD 850), Battleship Cove, Fall River, Mass. 02721.

◆ **River Patrol Force (Task Force 116)**—Reunion Aug. 16, 1980, in Norfolk, Va. Contact YNCS John C. Williams, P.O. Box 5523, Virginia Beach, Va. 23455.

◆ **USS Sealion (SS 195)**—Reunion Aug. 20-24, 1980, in St. Louis, Mo. Contact

Frank W. Gierhart, 6063 Pawnee Drive, Cincinnati, Ohio 45224.

◆ **USS Seal (SS 183)**—Reunion Aug. 20-26, 1980, in St. Louis, Mo. Contact Irwin Hill, 449 Prospect St., Plantsville, Conn. 06479.

◆ **USS Harding (DD 625/DMS 28)**—Reunion Aug. 21-24, 1980, in Chicago, Ill. Contact G.T. Watson, Box 13A, McDaniel, Md. 21647.

◆ **USS Hoe (SS 258)**—Reunion Aug. 22, 1980, in St. Louis, Mo. Contact Louis Sardo, 1416 Glendale St., Lakeland, Fla. 33803.

◆ **USS Cassin Young (DD 793)**—Reunion Aug. 22-24, 1980, in Boston, Mass. Contact Curator Peter Steele, Boston National Historical Park, Charlestown Navy Yard, Boston, Mass. 02129.

◆ **Patrol Squadron 50**—Reunion Aug. 30, 31, Sept. 1, 1980. Contact Bob Garrity, 8329 Draper Lane, Silver Spring, Md. 20910.

◆ **Patrol Squadron Four (VP 4)**—Reunion Sept. 4-6, 1980, in Las Vegas, Nev. Contact Bob Zafran, 140 Acalanes Drive, Apt. 123, Sunnyvale, Calif. 94087.

◆ **USS Savannah (CL 42)**—Reunion Sept. 5-7, 1980, in Fort Wayne, Ind. Contact Murray C. Flanders, Route 1 Box 179, Spanish Fort, Ala. 36527.

◆ **Patrol Squadron One (VP-1/VP-ML1)**—Reunion Sept. 12-14, 1980, at NAS Whidbey Island, Wash. Contact CDR Joe Corsi, COMNAVAIRPAC Code 742, NAS North Island, San Diego, Calif. 92135.

◆ **USS Phelps (DD 360)**—Reunion Sept. 12-14, 1980, in San Diego, Calif. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas 77640.

◆ **Marine Corps Aviation Association**—Reunion Oct. 2-5, 1980, in Washington, D.C. Contact J. B. Maas Jr., P.O. Box 296, Quantico, Va. 22134.

◆ **Seabees**—26th Naval Construction Battalion reunion Oct. 2-5, 1980, in Rochester, Minn. Contact Harry Friedrich, 3671 Mockinbird Lane, Dayton, Ohio 45430.

◆ **Lake Mead Base**—Reunion and Navy Birthday Ball Oct. 11, 1980, in Las Vegas, Nev. Contact Jim Doloway, 3897 San Andres Avenue, Las Vegas, Nev. 89121.

◆ **USS Pledge (AM 277) and Mine Squadron Three**—Reunion Oct. 10-12, 1980. Contact Ralph Gilbert, Pierce School, Fort Knox, Ky. 40121.

◆ **USS Hugh W. Hadley (DD 774)**—Reunion Oct. 10-12, 1980, in Washington, D.C. Contact Hunter S. Robbins Jr., P.O. Box 2035, San Leandro, Calif. 94577.

◆ **USS LST 312**—Reunion Oct. 10-12, 1980, in Chicago, Ill. Contact Bill Krumm, 6306 Virginia, St. Louis, Mo. 63111.

◆ **USS Coral Sea (CVA 43)**—Reunion Oct. 10-12, 1980, in Norfolk, Va. Contact Richard Jones, 1037 Hillside Avenue, Norfolk, Va. 23503.

◆ **USS Henrico (APA 45)**—Reunion Oct. 17-18, 1980. Contact Don Soper, P.O. Box 627, Platte City, Mo. 64079.

◆ **USS Arcadia (AD 23)**—Reunion Oct. 24-26, 1980, in Newport, R.I. Contact USS Arcadia Reunion, P.O. Box 122, Portsmouth, R.I. 02871.

◆ **U.S. Naval Section Base, Southport N.C.**—World War II veterans reunion being planned. Contact YN1 Frank Pischera, 7435 Kalani St., Orlando, Fla. 32807.

◆ **LST 312**—Planning a reunion in October 1980, in Chicago, Ill. Contact William J. Krumm, 6306 Virginia Ave., St. Louis, Mo. 63111.

◆ **USS Rotanin (AK 108)**—Reunion in October. Contact Dale A. Bullock, 1119 Brookside Drive, Greensburg, Pa. 15601.

◆ **USS Phoenix (CL 45)**—Dec. 1-3, 1980, in Orlando, Fla. Contact Mel Fragassi, 1316 Linden Avenue, Deerfield, Ill. 60015.

Secretary of the Navy Edward Hidalgo and Captain Charles J. Smith, commanding officer of the USS California (CGN 36), display a facsimile of the new Sea Service Deployment Ribbon to assembled crewmen. The event took place as the guided missile cruiser, in company with the USS Nimitz (CVN 68) and USS Texas (CGN 39), neared Norfolk, Va., on Memorial Day, on their return from deployment in the Indian Ocean. Secretary Hidalgo and Deputy Secretary of Defense W. Graham Claytor Jr. (left), flew out to the ships by helicopter while the ships were still 30 miles from port. California's Executive Officer LCDR Neil M. Brennan stands behind the SecNav. Photo by Dave Wilson.

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